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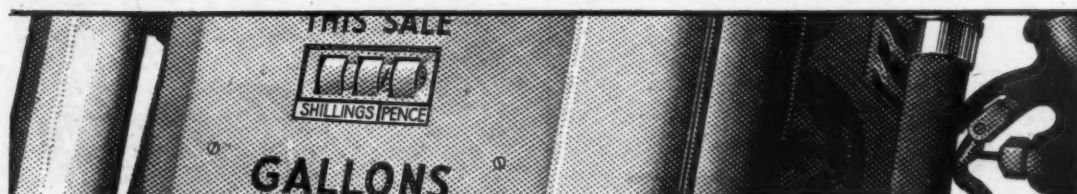
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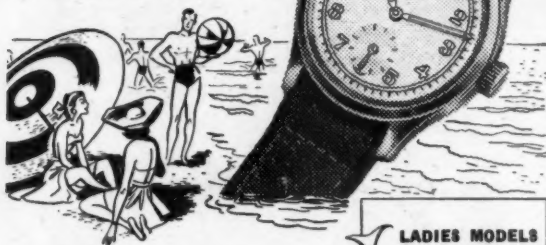
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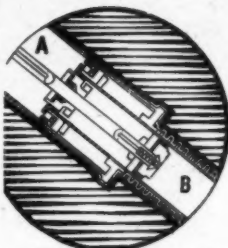
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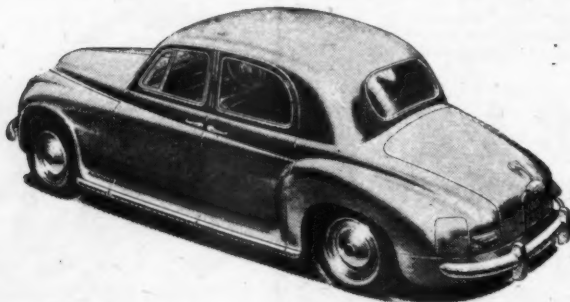


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The Autocar

FOUNDED 1895

No. 2860

FRIDAY, AUGUST 25, 1950

Vol. XCV

Overdoing the Ingenuity?

PERHAPS the most surprising suggestion in the article on the following pages is that fully automatic transmission—in which no control whatsoever is exercised by the driver apart from manipulation of the throttle pedal—might, even if it is ultimately achieved, be rejected by a proportion of drivers. Such drivers, the author points out, are able to anticipate traffic situations and to act appropriately in advance—something which the fully automatic transmission can never be expected to do. They are the more knowledgeable motorists, and consequently appreciate the complication and cost necessary to achieve fully automatic control; they also realize that power losses are inevitable. As a result, suggests the author, they are likely to decide that such devices are not worth it.

The view crystallizes an outlook on car engineering that is becoming more and more evident, and that arises from the apparently insatiable thirst of the public for novelty and complication. This thirst has been admirably slaked by the car manufacturers up to now, but the more clear-thinking motorist is beginning to ask how much sustenance there is in the frothy effervescence supplied. The modern car is a beautiful piece of mechanism, exquisitely balanced, intricately proportioned, served by a complicated electrical circuit and housed in a gleaming shell of such luxury of finish that it rivals the *objet d'art* in the place of honour on the drawing-room table. At the same time the world grows poorer. Raw materials are used with increasing rapidity, and their scarcity results in high prices; labour in fundamental industries is lacking, and yet only the enhanced use of labour and materials can cause the rise in living standards which guarantees maintenance of the world car market. In the face of these facts, ought such refinement to be devoted to a vehicle whose chief purpose is, after all, to take the load off human feet, however many other uses are found for it?

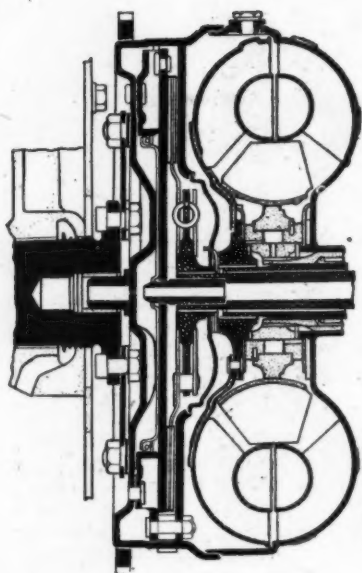
Essentially, there can be no doubt about the answer, but the world public is unable or unwilling to get down to essentials, the ability to think really clearly belonging only to a few highly educated and civilized people. World car demand, therefore, still insists on a vehicle that goes far beyond its primary purpose and takes on a little of the aesthetic value of a Ming vase.

There is little prospect of drastic change, but signs are evident that the foothold of the fundamentalists has become firmer since the war. The French, a nation of realists, have warmed to their simple, light post-war cars, in which an outlook as ruthless as M. Monnet's itself has trimmed off the frills. The Germans are equally fond of their Volkswagen, although misguided attempts to dress it up filter through periodically from that sundered country. Even in this country the adherents of simplicity and function are growing; there is more enthusiasm for the elemental front independent suspension of the smallest Nuffield model than there is for an electro-hydraulic window-lifting mechanism.

This journal has never frowned on quality, nor will it ever do so; in fact, it believes that the greatest hope for a consistent export market lies in the quality field of car manufacture. But it has always asked the question, "Is it worth it?" when confronted by new refinements, and it has consistently deplored excessive complication. It would hesitate to say that fully automatic transmissions will never be worth while, because developments may lead to a form of coupling that may outdo the ordinary gear box in simplicity and cheapness. None the less—and regardless of the fact that contemporary semi-automatic transmissions are not suitable, anyway, for British cars of medium power—it is inclined to side with the Assistant Editor of *Automobile Engineer* in his scepticism over the complete elimination of the driver from choice of gear ratios. The Americans are probably wise to retain a measure of driver control, and British manufacturers, in planning to meet the challenge, must be careful not to go beyond what the average driver wants.

Transmission

SIMPLIFIED GEAR CHANGING BY AUTOMATIC MEANS : OVERDRIVE



A three - element torque converter as used on the Studebaker transmission in conjunction with a positive drive plate clutch.

SO much interest has been aroused by the general adoption in the U.S.A. of automatic transmissions that inevitably a great deal of thought has been concentrated on the probable types of transmission that may be adopted in future British cars. It appears that very shortly some decision will have to be made in order that British cars can continue to hold their own against American competition in all parts of the world. There is no doubt at all that car users who regard the automobile primarily as a means of transport will no longer continue to view the conventional clutch and synchromesh gear box with favour. Ease of control has become of paramount importance and the elimination of the clutch pedal would appear to be an absolute necessity. To what extent fully automatic control of the transmission will find permanent favour, as yet remains to be seen.

The American car has passed through three main stages since the normal clutch and synchromesh gear box were abandoned. The first step was the addition of a semi-automatic overdrive in which a kick-down control was em-

bodied. Since a lower axle ratio usually accompanied the overdrive, it became customary to regard the car, in effect, as a two-speed vehicle, but use of the clutch and gear lever remained a necessity for starting from rest.

The second step was marked by the introduction of a four-speed transmission embodying an hydraulic coupling in conjunction with a planetary type of gear box. The clutch pedal was thereby eliminated and a lever was provided for the selection of the driving range, but in addition the kick-down feature was embodied so that normally the throttle pedal effected the change from top to third.

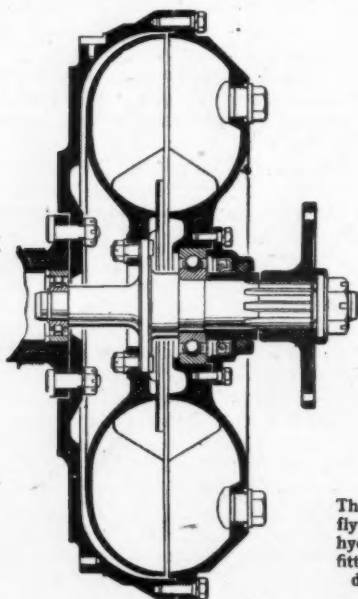
Finally, the fully automatic torque converter type of transmission was developed to the stage where a wide enough torque multiplication range for normal conditions could be obtained with reasonable efficiency. Some form of reduction gear is still provided to meet conditions of extreme severity, but in general the car is driven without any control over the transmission on the part of the driver.

Two factors here are of vital importance when considering a transmission for British cars, namely, what may be considered "reasonable" efficiency and whether fully automatic control is desirable. Of these two factors the first can be settled on technical and economic grounds, whereas the second is debatable.

Behind any consideration of these arguments, however, lies the question of environment and its effect upon the type of vehicle most suitable. In many ways the narrow twisting roads of Great Britain, with their high traffic density, have no counterpart. Further, although there are no mountain passes comparable with those of Central Europe, there are, even on main roads, numerous shorter gradients of possibly greater severity than by their frequency demand a greater amount of gear changing. Thus ease of gear changing is essential, although the actual percentage of the life of the car spent in intermediate gears may not be unduly high. Nevertheless, it will be enough to show up in terms of fuel consumption any relatively low transmission efficiency.

So far no transmission of the torque converter type has been developed to a point where it can compete on a fuel consumption basis with a conventional synchromesh transmission. Broadly speaking, the torque converter component may be designed as an efficient fluid coupling but an inefficient torque converter, or as an efficient torque converter but an inefficient fluid coupling. Both of these approaches to the problem can be seen in American cars, where in some cases a clutch is embodied to eliminate slip in the transmission when running in what may be called top gear. This is the solution that might well be adopted in a car having only a moderately good power-weight ratio, where the transmission will be required to work as a torque converter for a greater proportion of the time during which the car is driven. Whichever method is adopted, the unkind remark that certain American cars will pass anything on the road except a gas station has more than a grain of truth in it, as will be found from a closer examination of their design.

In order to carry away the heat generated as a result of the relatively low efficiency of the transmission, either a substantial increase in engine radiator capacity is required (of the order of 20 per cent), or else some form of forced air circulation around the torque converter must be provided. In either case the heat represents so much fuel burned to no useful purpose. It is also significant that there



The Daimler fluid flywheel—a typical hydraulic coupling fitted with an anti-drag baffle plate.

by M. S.

Crosthwaite,

A.M.I.Mech.E., M.S.A.E.

(Assistant Editor,

"Automobile Engineer")

n|Evolution

: ORIVE "HALFWAY HOUSE" TO FULLY AUTOMATIC CONTROL

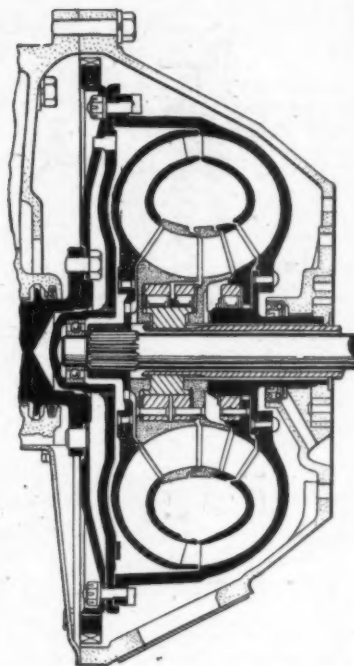
is a trend towards increase in engine size where a torque converter is offered as an alternative to the normal transmission. These appear to be at once features that could not be tolerated in countries where fuel is neither plentiful nor cheap. They would in all probability rule out the fluid torque converter on low and medium-priced cars in this country and might well adversely affect their sales abroad, where the economy of the British car, although not perhaps of paramount importance, nevertheless constitutes a considerable point in its favour.

It is important to emphasize that power-weight ratio is the ruling factor in considering transmission design. The transmission cannot make up for lack of adequate engine power, and on this score the large-engined American vehicle with its high power-weight ratio has a fundamental advantage in that at low and medium speeds it has a high reserve of surplus power available for acceleration, for which the gear box is principally required. It follows that with a relatively low power-weight ratio greater use must be made of the transmission to compensate, so far as possible, for the deficiency in surplus power. Evidently, then, the efficiency of the transmission is of even greater importance in the British car.

Infinitely Variable or "Stepped"

Within its range of torque multiplication the torque converter is, of course, infinitely variable, and this has often been put forward as an advantage in itself. It can be shown that, from a performance point of view, the advantage of an infinitely variable transmission over a "stepped" transmission having five speeds is negligible, and, in the light of the known inefficiency of existing types, there would appear to be a very strong case indeed for a "stepped" transmission having four or five speeds in conjunction with a fluid coupling and some form of finger-tip selection of the desired gear. The clutch pedal is thereby eliminated, and since an efficiency of about 98 per cent can be expected from the fluid coupling, the overall efficiency of the transmission will be little below that of the conventional clutch and synchromesh gear box.

Unfortunately, technical considerations alone are not enough to encourage the adoption of any specific form of mechanism. Fashion has a considerable influence, but above all is the question of economics. Any form of mechanism that reduces or eliminates human control usually results in increased complexity and therefore higher



When cruising without torque multiplication the Buick Dynaflow five-element torque converter functions as a fluid coupling.

cost, and the ultimate solution must be a balance between increased cost to be offset against the advantages offered to the user. It must be said that, apart from the use of the clutch in starting from rest, the normal synchromesh transmission offers such ease of control that the additional cost of a new type of transmission may be very difficult to justify to an experienced driver. Nevertheless, it is the experience of most people who have taught anyone to drive a car that the correct use of the clutch in starting from rest and manoeuvring during parking operations is by far the most difficult art to acquire. It may well ultimately prove that the elimination of the clutch pedal will permit an appreciable advance in selling price to be made.

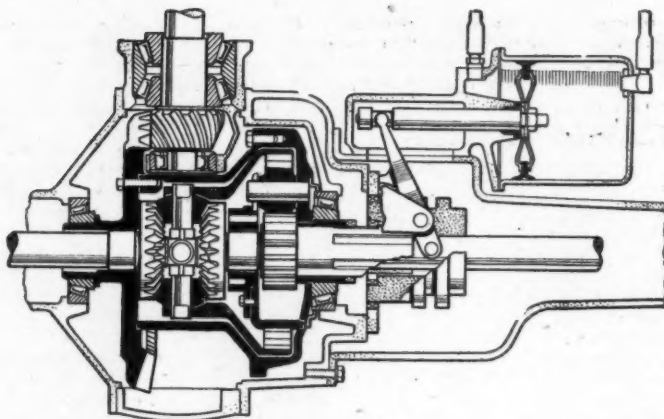
In this connection it is of interest to note that in the U.S.A. an additional charge of \$150 to \$200 is made in cases where a fully automatic transmission is offered as an alternative to a normal synchromesh gear box. That so high a charge is still acceptable for the increased ease of control is evidenced by the very high percentage of cars sold with the alternative transmission.

It is probably the question of automatic or semi-automatic control that will cause the greatest controversy among owner-drivers, and there is likely to be a sharp divergence of opinion between skilful and experienced

AUTOMATIC TRANSMISSIONS

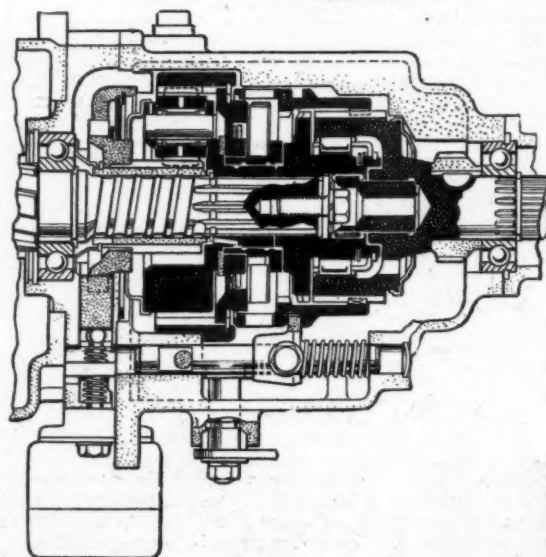
CAR	TRANSMISSION UNIT	CONVERTER	FLUID COUPLING	TORQUE FACTOR	GEAR LAYOUT	NO. OF RATIOS	KICK-DOWN CONTROL	POSITIVE DRIVE CLUTCH	COOLING
Buick	Dynaflow	5 element	—	2.25	one compound planetary	2	No	No	oil cooler
Chevrolet	Powerglide	5 element	—	2.2	one compound planetary	2	No	No	oil cooler
Ford	Borg-Warner	3 element	—	2.1	one compound planetary	3	Yes	No	air cooled
Mercury	Ultramatic	4 element	—	2.4	one compound planetary	2	Yes, converter to positive	wet single plate	oil cooler
Packard	Borg-Warner	3 element	—	2.15	two simple planetary	3	Yes	dry single plate	air cooled
Studebaker									
Chrysler	M-6	—	Yes, direct driven and pedal actuated clutch	—	layshaft constant mesh	4	Yes	No	
De Soto									
Dodge		—	Yes, direct driven and pedal actuated clutch	—	layshaft, synchromesh	3 and overdrive	Yes, overdrive	No	
Cadillac									
Oldsmobile									
Pontiac									
Lincoln									
Nash									
Kaiser-Frazer									
	Hydramatic	—	Yes, indirect driven	—	two planetary forward, one planetary reverse	4	Yes	No	

Transmission Evolution (continued)



Left: Gear box ratios may be duplicated by a two-speed back axle—a method adopted for commercial vehicles.

Below: A solenoid-operated pawl controls the Borg-Warner overdrive for conventional transmissions.



drivers who take an interest in driving technique and those drivers whose outlook is entirely concerned with the car as convenient transportation. There is no doubt that the good driver, with a transmission over which he has complete control, will always obtain the best performance from the vehicle, by reason of the fact that he can anticipate the pattern of the traffic flow and can select the appropriate gear to meet any situation that is developing.

On the other hand, the driver of a vehicle with fully automatic transmission can do nothing until his vehicle experiences a change in driving conditions resulting from traffic situations that have already developed. The difference is simply between thinking in advance of a developing situation and waiting for the situation to develop fully before the appropriate action can be taken.

The fully automatic transmission will appeal essentially to the user of transportation, but after the novelty of driving with the minimum of effort has abated somewhat, it seems possible that the advantages of driver control over the selection of gear ratios will become more apparent to him. It is, in fact, suggested that while fully automatic control may have some "fashion value," it will ultimately be rejected, since it may fail to meet the needs of safe and rapid travel on congested roads. In either case the "stepped" transmission with fluid coupling can meet the need, since it would not be difficult to offer the alternatives of fully automatic or manual control. Since finger-tip selection of all gears is assumed, the case for semi-automatic control between the two higher ratios does not arise.

To sum up the long-term view it is probable that the existing types of torque converter transmission are unlikely to find early favour on account of their relatively low efficiency and the lower margin of surplus horse power available on small and medium-sized British cars. It is suggested that a "stepped" transmission having a high mechanical efficiency and eliminating the clutch pedal is the most suitable.

Interim Alternative

Since any advance in this direction involves a reconsideration of the car as a whole, it is unlikely that it could be made in less than two or three years perhaps, on account of the very large amount of capital invested in tooling, not only for existing gear boxes, but also for rear axles, since major changes in gear boxes are likely to result in changes in the axle ratio. Although it is comparatively easy to provide alternative ratios with spiral bevel gears, the situation is very different in the increasingly popular hypoid gear. This requires more specialized equipment for its production, and a change in ratio involves expensive retooling. In the meantime, some intermediate stage appears to be necessary, in which an alternative to the conventional transmission can be offered with the minimum interference with existing tooling.

Of the various possible solutions the overdrive is perhaps the most attractive from the practical viewpoint. The

direct or top gear ratio of British cars has generally been chosen to suit exclusively British conditions of congested and out-of-date roads, where high cruising speeds have been of secondary importance only and acceleration has been the primary consideration.

Two factors, however, have recently contributed towards the need for a reconsideration of gear ratios. These are the reduced drag of modern coachwork, resulting in the possibility of attaining higher road speeds with a given engine power, and the realization that for driving conditions in other countries, where high cruising speeds can be sustained for long distances, a higher top gear ratio is desirable in order to keep engine speeds within reasonable bounds. It may well be considered undesirable to increase engine speeds on the score of increased wear and tear, and reduced economy on account of the increased friction horse-power arising from the higher piston speeds. Merely to raise the axle ratio will not meet the case, for it will result in a decrease in the surplus horse-power available for acceleration and will accordingly result in a sluggish performance in more congested traffic conditions.

To meet both home and export needs, an additional gear ratio appears desirable, in order that engine speed may be reduced at high road speeds, leaving the normal direct drive either with its existing ratio, or perhaps slightly reducing the ratio in order to obtain greater flexibility. It would be unfortunate if the overdrive were to be considered as something for only occasional use in this country, and the selection of the appropriate overdrive ratio is therefore all-important. Much also depends upon whether it is to be semi-automatic in operation or under positive control by

the driver. Since a positive control can now be arranged to give a finger-tip action, calling for no skill whatsoever in its operation, the semi-automatic system appears to offer no advantage.

Indeed, in its most widely used form, as developed by Borg-Warner in America, the control mechanism necessitates the use of a free wheel operative on direct and lower gears. This would doubtless be considered a disadvantage by many drivers, particularly those who habitually drive fast and rely on the engine braking effect to relieve the hard-worked brakes to some extent.

Underdrive or Overdrive

Purely from the technical viewpoint, the overdrive is open to the objection that it raises the propeller-shaft speed in relation to engine speed, whereas a better solution would be to embody an underdrive between the engine and gear box. This is an excellent example of technical considerations having to take second place to expediency, for the underdrive requires the raising of the axle ratio and must furthermore be built into the input end of the gear box. Neither requirement meets the needs of an interim measure that can be applied to existing transmissions with the minimum of redesign and retooling. Both overdrive and underdrive, however, offer finger-tip or semi-automatic control between the two highest ratios, and this would probably be considered an appreciable step forward from the conventional transmission.

However, an objection arises from this very advantage. It has been suggested that because the change from direct to overdrive and *vice versa* is so easy, the average driver will be unwilling to change down to any lower gear except in a case of dire necessity. There may well be some substance in this suggestion, and it is difficult to see how it can be fully met. In cases where the axle ratio can be lowered without undue difficulty in production, it is probable that this course would in any case be followed in the

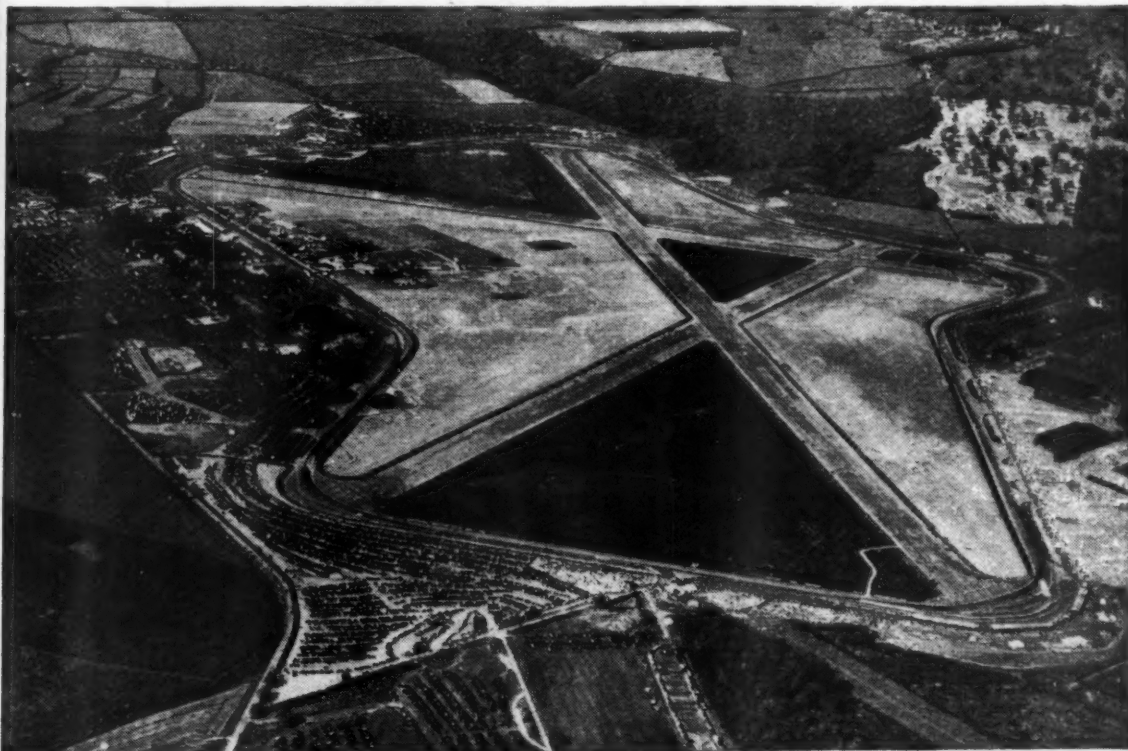
interests of flexibility. Otherwise, there seems to be no alternative but to accept the risk, but it is probably true to say that where no change in ratio could in any case be contemplated on account of tooling investment, the designer will have erred slightly on the low side in settling the existing ratio.

As an alternative to some form of overdrive the two-speed axle has been put forward. This, of course, gives the effect of doubling the number of overall gear ratios available, and offers some advantages in commercial vehicle operation. Thus, a laden truck would be driven with the lower axle ratio engaged, while on the return journey (unladen) the higher ratio would permit higher speeds and lower fuel consumption. Incidentally, an underdrive can provide an exactly similar effect.

For private car use the choice of six or eight speeds might well prove embarrassing, besides being quite unnecessary. Further, the two-speed axle would increase the unsprung weight, the more so since the additional gearing forms the last link in the transmission of power to the wheels and therefore must be proportioned to accept the highest torque applied to the system. The provision of the desirable simple control also presents difficulties.

Evidently the overdrive offers the most suitable interim stage in transmission development. While open to valid technical objections, it would be a most useful expedient until such time as a more technically and operationally satisfying transmission becomes a commercial possibility. No transmission, however, is an end in itself. The ideal is to have so much surplus engine power that nothing is required beyond a device to provide a smooth start from rest. While this desirable state is approached by the large-capacity American car, it cannot be expected in other countries where fuel is precious and expensive. The alternative is, however, open to all. It lies in more effort devoted to the reduction of weight and drag. No amount of transmission development can replace the need for these fundamental improvements.

SILVERSTONE : This aerial view shows the circuit which will be receiving thousands of motorists for tomorrow's great day of racing. Details will be found on page 93.



NEWS and VIEWS

From? To?

DURING the next few weeks a number of local traffic censuses will be held in various parts of the country. Drivers will be questioned about their routes to assist in deciding future road plans. These censuses will not be related to the recent national traffic count.

April Registrations

NEW cars registered in April were rather more in number than in recent months, the total being 10,462. The figure reflects increased production rather than any lessening of the number shipped overseas. The numbers in the various categories were as follows:

Up to 1,000 c.c.	1,693
1,000 to 1,500 c.c.	4,270
1,500 to 2,000 c.c.	890
2,000 to 2,500 c.c.	2,458
Over 2,500 c.c.	1,161

Volkswagen Plans

ASSEMBLY plants in the Argentine, Brazil and South Africa are planned by the German Volkswagen company, according to a correspondent of the *Financial Times*. In a survey of conditions in Germany he states that the German car industry is well aware of the necessity for export expansion, and quotes a warning by the general manager of the Ford works at Cologne to the effect that quality must be improved or prices cut if Germany is to hold her own overseas.

Realism

"IF we are living in an era of planned economy might it not be wiser to crush uneconomic forms of transport by penal taxation and encourage economic forms by subsidy? Is it sound planning to do the reverse?"

These forthright questions were asked by Col. G. T. Bennett, County Surveyor of Buckinghamshire, in a recent Paper. He was discussing the increased tax on motor spirit, an increase which, said Col. Bennett, would inevitably tend to cramp still further an industry which, by cheapening costs, materially assisted the economics of the country.

Scottish Civil War

A RIFT amongst the members of the Royal Scottish Automobile Club, resulting from objections to two resolutions passed at the annual general meeting, will come to a head this afternoon, August 25, when an extraordinary meeting will be held in Glasgow.

Resolutions passed at the a.g.m. affected membership categories, increased rates of subscriptions and the place of the future annual general meetings. Although only 50 signatures were required to convene the extraordinary meeting, about 250 members signed the requisition within a few hours of its presentation.

French Petrol

THE sale of the French low-octane national petrol has been abolished, and the sale of first quality branded petrol reinstated. A new motor fuel containing 15 per cent methylated spirit has been introduced.

The branded petrol will cost about 58 francs per litre (about 5s 1d per gallon). The cheaper petrol will cost about 4d

THIN END OF PLEASANT WEDGE

On a site near the graving dock at Southampton, Mr. Charles Bromley has built an American-type service station with a feminine staff and a service of clip-on refreshment trays. The "Queen Elizabeth" adds majesty to the scene.



per gallon less, but is not recommended for cars.

Production Still Rising

THE total output of private cars from the British motor industry in the first half of this year was 262,500, of which 80 per cent were allocated for export. The ever increasing number of cars going overseas was represented during the period by 200,000 actually being shipped, which, with 73,000 commercial vehicles, made a combined rate

of nearly four vehicles a minute throughout every working day.

Comparing the half-year figures for 1949 and 1950 the most receptive markets can be easily identified. Australia increased her purchases from less than 30,000 to 70,000; Canada bought more than three times as many as before, making a total of over 38,500; and ten times the previous volume went to Sweden, making over 11,500. The U.S.A. took 6,000, which was encouraging, being double the 1949 figure.

ILLEGAL INSURANCE?

LAWYER-ON-WHEELS writes: An interesting little motor-insurance point came before the Divisional Court the other day (*Leggate v. Brown*, July 19, 66 Times Law Reports pt. 2, p. 281). A farmer was stopped while drawing two straw-laden trailers behind his tractor along a public road. His third-party insurance policy insured him so long as the tractor "was being used with not more than two trailers attached . . ." By section 18 (1) (b) of the Road Traffic Act, 1930, a motor tractor may not tow more than one trailer laden (or two unladen).

But the police were not content to charge the farmer with contravening that section: they were out for something far more serious. "Your policy," they said,

"purports to insure you while drawing more trailers than the law permits. Such a policy is void as being against the public interest. Therefore you have no third-party policy in force, and you are in breach of section 35 of the Act." The justices accepted that contention and convicted the farmer, who, not unnaturally, appealed.

The Lord Chief Justice, Lord Goddard, gave the contention of the police short shrift, and the appeal was allowed. The policy, he said, did not insure the farmer against the consequences of drawing trailers, but against the consequences of negligent driving. That was a matter quite independent of the trailers being towed. The policy was accordingly valid.

BOOKS RECEIVED

Switzerland, by John Russell (15s). With this book Batsford add another to their series Countries of Europe, in which France, Italy, the Netherlands, the Alps and Spain have already received attention. True to tradition, it is no ordinary guide. The author has set out to extol the areas normally disregarded in a country where, in his words, a most intensive tourist activity is combined with almost total neglect of many of the most interesting parts of the country.

He has put the mountains and lakes in the background and brought to the foreground the towns and the monuments and the people themselves. The book has nearly a hundred excellent illustrations.

A *Hotel Guide for Denmark, 1950*, has been published by the Danish Travel Association, 71-72, Piccadilly, London, W.1. The information is very comprehensive, many facilities being simply illustrated in symbolic fashion.

5 TO 80 M.P.H. IN TOP GEAR *in even greater comfort!*

The NEW Super Snipe



BY APPOINTMENT TO H.M. THE KING
MOTOR CAR MANUFACTURERS HUMBER LIMITED

The New HUMBER Super Snipe

The New Humber Super Snipe carries forward the great tradition of its famous predecessors. To already brilliant top-gear performance and impressive acceleration are now added important improvements to the suspension which give better riding qualities and increased stability when cornering at speed. Important new styling details add to traditional Humber grace and distinction. Wherever in the world your journey takes you, you'll be ahead in the new Super Snipe.

Miles ahead . . . in performance, comfort and safety

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STANDARD TYRE VALVE
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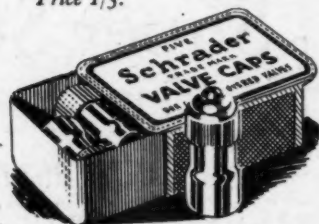
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Always replace the valve cap. Sold in boxes of 5.
 Price 1/3.



The Autocar ROAD TESTS



DATA FOR THE DRIVER

MORRIS OXFORD

PRICE, with saloon body, £427, plus £119 7s 3d British purchase tax. Total (in Great Britain), £546 7s 3d.

ENGINE : 13.39 h.p. (R.A.C. rating), 4 cylinders, side valves, 73.5×87 mm, 1,476.5 c.c. Brake Horse-power : 41.75 at 4,000 r.p.m. Compression Ratio : 6.55 to 1. Max. Torque : 65 lb ft at 1,800 r.p.m. 15 m.p.h. per 1,000 r.p.m. on top gear.

WEIGHT : 21 cwt 1 qr 8 lb (2,388 lb). LB. per C.C. : 1.62. B.H.P. per TON : 39.16.

TYRE SIZE : 5.50×15 in on bolt-on steel disc wheels.

TANK CAPACITY : 9 English gallons. Approximate fuel consumption range, 27-30 m.p.g. (10.5-9.4 litres per 100 km).

TURNING CIRCLE : 36ft 6in (L and R). Steering wheel movement from lock to lock : 3 1/10 turns. LIGHTING SET : 12 volt.

MAIN DIMENSIONS : Wheelbase, 8ft 1in. Track, 4ft 5in (front and rear). Overall length, 13ft 11in; width, 5ft 5in; height, 5ft 3in. Minimum Ground Clearance : 6 1/2 in.

ACCELERATION

Overall gear ratios	From steady m.p.h. of	10-30	20-40	30-50
4.875 to 1	sec	13.9	15.4	19.3
7.342 to 1	sec	9.4	11.4	—
10.983 to 1	sec	7.8	—	—
18.559 to 1	sec	—	—	—

From rest through gears to :—	sec	sec
30 m.p.h. ..	9.7	60 m.p.h. 46.7
50 m.p.h. ..	27.4	—

SPEEDS ON GEARS :

(by Electric Speedometer)	M.p.h. (normal and max)	K.p.h. (normal and max)
1st ..	14-19	23-31
2nd ..	25-32	40-51
3rd ..	42-47	68-76
Top ..	67	108

Speedometer correction by Electric Speedometer :—

Car Speedometer	Electric Speedometer
10	= 9.0
20	= 19.0
30	= 27.5
40	= 36.5
50	= 45.0
60	= 54.0
70	= 62.75

WEATHER : Dry, warm; light wind.

Acceleration figures are the means of several runs in opposite directions.

Described in "The Autocar" of October 29, 1948 and September 9, 1949.

The Morris Oxford is in the modern style in its frontal treatment, and with its V windscreen and front wings extended into the forward doors.

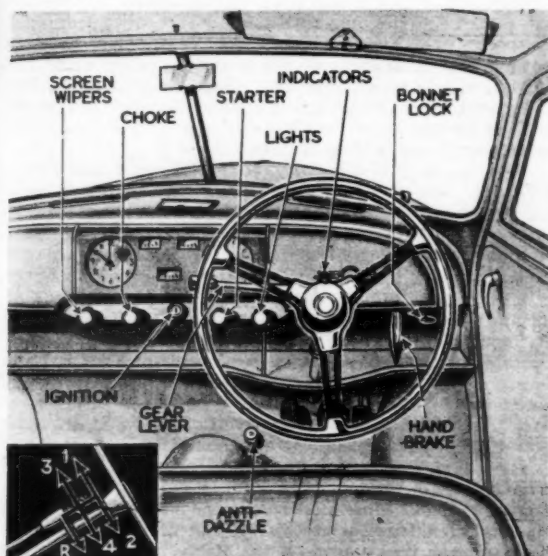
No. 1413 : MORRIS OXFORD SALOON

THE very favourable opinion formed of the Morris Oxford when it was originally tested by *The Autocar* soon after the introduction of this entirely new model, towards the end of 1948, has been confirmed by extensive experience of the current model. Apart from the detail improvements which a new model receives in the normal course of progress, this has the important modification of a lower final drive ratio of 4.875 instead of 4.55 to 1 originally, a change made in the interests of top gear acceleration whilst still keeping top gear reasonably high, as is a current Morris policy.

On this present occasion it has been possible to cover just over a thousand miles, a distance permitting the car to be used in exactly that variety of roads and circumstances, with light and heavy loads on different occasions, in which it is likely to be used by owners. There is the additional interest that the car concerned showed a considerably higher total mileage reading, passing the 10,000 mark during the test, than is usual for the cars coming within the range of these reviews. At the conclusion the highest regard had developed for the Oxford as a thoroughly good general purpose medium-sized car, roomy but not too large overall, attractively economical in these costly days in relation to the accommodation and performance provided, and in short a car to appeal to owners by the thousand.

That is not to suggest that it approaches standards of sheer utility or austerity. On the contrary, it is well equipped and can appeal, by reason of its interesting and easily achieved performance, to a driver accustomed to larger and more expensive machines. Acceleration is brisk, it cruises on the open road at 50 to 55 m.p.h. with striking absence of effort, carries up to five people, if necessary with luggage, without any marked effect upon the performance, and covers ground on a journey rapidly, average speeds of the order of 40 miles and more in the hour being readily obtained. The four-cylinder side-valve engine of 1 1/2-litre capacity is a thoroughly good unit for this type of car, most unlikely to require frequent attention, quite powerful and willing in an unobtrusive way, and smooth up to the limits of which it is capable. It proved entirely devoid of pinking on low-octane Pool petrol, and likewise of any running-on tendencies, even after hard work in warm weather.

The lowering of the gear ratios in the 1950 model has made the Morris Oxford livelier, in a degree which is positively apparent to drivers who recall the original version, although the difference is not easily demonstrated in measured tests by a stop-watch, wherein extraneous factors over which there is no control may tend to make such



reverse to first gear and vice versa movements as required when manoeuvring.

The driving position is pleasing. The one-piece seat gives good support to the shoulders, and the spring-spoked steering wheel is at a comfortable angle. There is plenty of leg room, the left foot is placed comfortably when off the clutch pedal and the pedals are well spaced; their pads are a trifle small in area. Adjustment of the front seat is easy, the seat moving on rollers when the catch is released and giving automatically a higher position of the cushion as it goes forward for a short driver. The bonnet, although short and inclined downwards towards the front, is fairly high, and the left wing cannot be seen in a right-hand drive car, but the right-hand wing is visible to the driver. A good range of rearward vision is given by the mirror, though the full view is cut off to some extent by a slight gradient astern. The main pillars of the V windscreen are not thin, but their position in relation to the driver is such as not to cause a really noticeable obstruction to vision. The twin screenwiper blades sweep a satisfactory area.

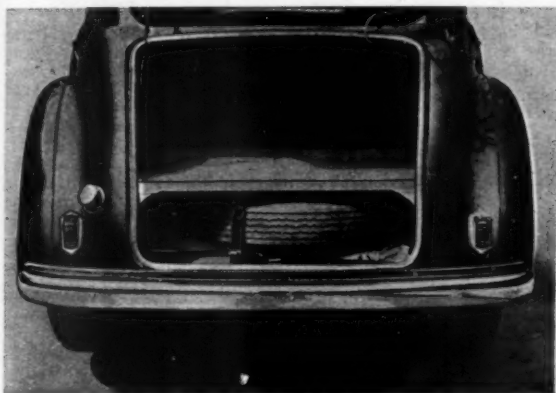
Twin horns are now fitted and produce a usefully strong note. Among the instruments are included an oil pressure gauge and an ammeter, in addition to an electric clock and a speedometer with trip as well as total mileometer. Very practical provision is made for carrying oddments and packages, there being in addition to a full-width shelf under the fascia a usefully deep compartment with lid and press-button release in the left of the fascia, transferred to the right when the car is supplied with left-hand drive.

Ventilation control additional to the handle-controlled drop windows is given by means of pivoting panels in the



Useful pivoting ventilator panels are provided in the forward doors, additional to the drop windows. The instrument layout is neat and practical, and demister vents are built in above the fascia for use in conjunction with an interior heater, available as an extra. Below the fascia is a most useful full-width shelf and at the left is a lidded compartment. The one-piece front seat moves easily for adjustment purposes on rollers.

Elbow rests are provided on the rear doors in a form which makes them useful as grips for closing the doors from inside. Leg room in the rear compartment is generous.



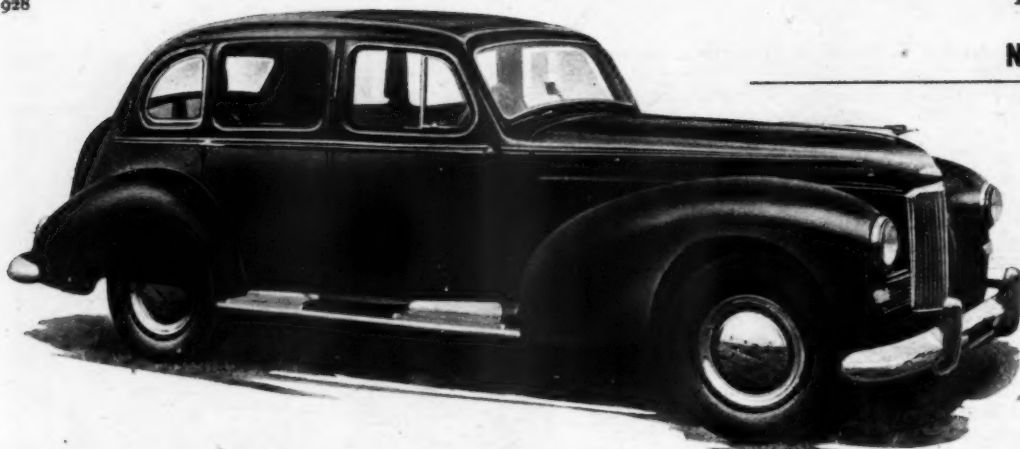
There is good luggage space in a compartment of which the upward-opening lid is supported by a self-locking strut.

forward doors. A heater system can be supplied as an extra, and demisting vents for the windscreen are already built in. Elbow rests in the back compartment prove comfortable to passengers, who comment favourably on the leg room and the riding comfort. The elbow rests are now mounted on the rear doors and formed in a shape which enables them to be used as grips for closing the doors from inside. The absence of a sliding roof will be regretted by those to whom this feature appeals where climates are suitable to its use. A rear window blind, another item of equipment which tends to disappear in current cars is fitted in the Oxford and has a very convenient control.

Luggage space is good and remarkable accessibility of under-bonnet items is given when the one-piece bonnet is opened. It is released initially by a catch inside the driving compartment, but is secured against opening until a neat and easily operated safety catch is freed from in front of the car. A good but not exceptional beam is given by the built-in head lamps, adequate to the car's speed.

Immediate engine starting was obtained on the countless occasions involved, and minimum use of the mixture control is required from a cold start.





Plated tread plates on the running boards, Ace Rimblishers on all wheels, a valance partly enclosing those at the rear, and a long tail for the bonnet motif are details of the new Snipe.

Improvements to four Humber models

REVISED SUSPENSION ——— DETAIL CHANGES GIVE ADDED SMARTNESS

WHEN the 1950 versions of the Humber Super Snipe saloon and touring limousine appeared it might have been thought that little reason for further alteration could be found. Yet alterations have been

SUPER SNIPE AND TOURING LIMOUSINE

incorporated in the latest models, and all of them either improve performance or combine utility with added beauty of line; they are not merely changes for change's sake.

Improvement in behaviour comes from change in the suspension. It

Rear wheel covers are notched, so avoiding a heavy effect in the rear wing. A full-width fairing goes with the new bumper bar, the ends of which curve round for full protection.

will be remembered that the layout at the front consists of a transverse leaf spring carried below the frame, the eyes formed on each end being linked to upper wishbones by a member which carries the swivel pins. The characteristics of this spring have been improved by increasing the width of the leaves from 2½ in to 5 in and reducing the number of leaves from 15 to 8. So although the strength of the spring remains unaltered, the system is now capable of absorbing the smaller shocks and irregularities whilst still being able to cope with tougher going when necessary. All this has, in turn, had the effect of lightening the steering somewhat, though not at the expense of its positive qualities.

At the rear a transverse stabilizer bar or Panhard rod, rubber bushed to frame and axle end, is now fitted in addition to the anti-roll bar normally used, giving

greater stability particularly on fast corners. Springs are protected by grease-retaining plastic sleeves.

In external features, the bumper bars are of heavier gauge and now have a deep dome section, and they are surmounted by overriders to match in shape and strength. The ends of the bumpers curve round more than formerly, particularly those at the rear, where there is also a full-width fairing providing a cleaner end. That this added protection does not entail paying the penalty of an overpowering display of chromium is because of the pleasant contours used. The running boards are no longer rubber sheathed but finished to match the colour of the body. Damage by scratching is obviated by stainless steel tread plates correctly positioned for each door and linked by a stout chromium-plated strip along the sill. Coupled with the new running-board treatment in adding to apparent length or sleekness of the car are the new rear wheel covers, quickly

HUMBER SUPER SNIPE SPECIFICATION

Engine.—Six cylinders, 85×120mm (3.35in×4.72in) 4,086 c.c. (249.23 cu in). Side valves. Alloy detachable head. Counterweighted crankshaft in four steel-backed bearings. Steel connecting-rods. Aluminium pistons with 2 compression, 1 scraper, and 1 oil control ring. Submerged gear-type oil pump, with floating filter intake and by-pass pressure filter. Pump water circulation with thermostat control. Stromberg down draught carburettor. Compression ratio 6.25 to 1. 100 b.h.p. at 3,400 r.p.m.

Transmission.—Four-speed gear box with control ring synchromesh on all forward speeds. Gear control on steering column. Single-plate clutch. Overall gear ratios: Top 4.09; third 5.89; second 9.56 and first 15.95 to 1. Open propeller-shaft and spiral bevel final drive.

Suspension.—Independent front with transverse leaf spring and upper wishbones. Half-elliptic rear with torsion bar coupling and Panhard rod stabilizer. All springs have grease sleeves. Armstrong double-acting hydraulic dampers.

Steering.—Burman high efficiency with variable ratio.

Brakes.—Lockheed hydraulic with two-leading shoes. Mechanical hand brake operation of rear brakes. 12in (305mm) drums.

Fuel System.—15-gallon (68 litres) rear tank, AC mechanical pump.

Tyres and Wheels.—6.50×16in Dunlop Fort on disc wheels with wide base rims.

Electrical Equipment.—Lucas 12-volt with 64 ampere-hour battery. Flush fitting sealed reflector.

Frame.—Box-section side members with cruciform centre.

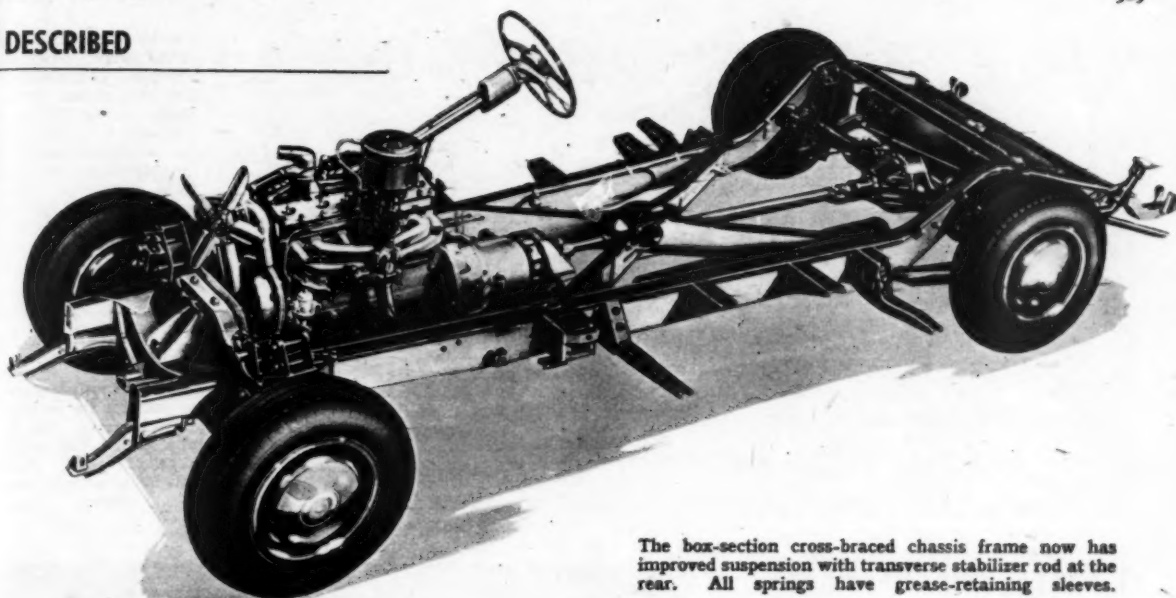
Jacking System.—Mechanical with sockets in frame.

Main Dimensions.—Wheelbase 9ft 9½in; track (front) 4ft 10in, (rear) 5ft 1in. Overall length 15ft 10½in, width 6ft 2½in, height 5ft 5½in. Ground clearance 7in. Turning circle 40ft 6in. Weight (dry) 3,745lb.

Price.—Saloon, £895, British purchase tax £249 7s 3d, total £1,144 7s 3d. Touring limousine, £970, plus British p.t. £270 3s 11d, total £1,240 3s 11d.



DESCRIBED



The box-section cross-braced chassis frame now has improved suspension with transverse stabilizer rod at the rear. All springs have grease-retaining sleeves.



Interior treatment is a pleasing combination of metal, walnut and leather. The hand brake lever is clear of the door opening yet within easy reach. A wide centre armrest folds away when a third passenger is carried in front, and two sun visors form a full width shield in their down position.

detachable by operating a single catch having a coin slot in the head.

The lower edge of the cover does not follow the general line of the car but is notched upward for a portion of its length. This reveals sufficient of the wheel and nave plate to maintain a balanced appearance in the car as a whole, removes any suggestion of heaviness from the rear wing, yet still performs its function of preventing mud spray.

Number plate mountings are now adjustable to accommodate all sizes and shapes of plate, the plate at the rear being illuminated from above by an independent hooded lamp. The tails of the rear wings carry combined stop and rear lights. The truly capacious luggage compartment (one might almost say apartment) may be conveniently loaded or unloaded at night with the aid of a lamp mounted inside the upward-opening lid.

Mention should be made of the lengthened tail of the well-known Snipe motif

on the bonnet, an alteration which gives a better balanced appearance to the front end. Ace Rimblishers are fitted as standard equipment.

In the interior of the six-seater body it is found that all the well-tried features are retained. Soft leather-covered upholstery gives support in just the right places; there are wide central armrests to both front and rear seats, and interior treatment combines metal and wood. Metal is used to form a clean smooth frame for the windows and screen, with walnut waist rails and facia panel, the straight lines of which give a crisp, yet paradoxically enough a softening, effect to the metal.

Particularly worthy of notice are the twin full-width visors and right-hand brake lever, clear of the door opening yet within easy reach.

The mounting of the bench front seat is entirely new and to say that it provides effortless adjustment of position would not be entirely true; so freely does it move that a slight effort is needed

to hold the seat still long enough to engage the catch in the chosen position. There is not the slightest trace of "cross binding." A centrally placed ash tray is fitted in the back of the squab for the benefit of rear passengers, and a robe rail is available as an extra fitting. An alteration in the position of the recess for the sliding roof provides more headroom for the rear passengers.

Rear quarter lights are arranged to open slightly for venting, being hinged at their front edge; similar provision is made in the front windows, which have swinging triangular panels at their front ends.

THE Touring Limousine version of the Super Snipe will enable its owner to drive himself and his friends in the ordinary manner or to be driven, when desirable, in the privacy of the rear compartment, for this model is fitted with a power operated division behind the front

Dome section bumper bars, overriders to match, and a lengthened bonnet motif improve the frontal aspect. Separate side lamps are fitted below the head lamps.





Coachbuilders' drawing of the longer-wheelbase Imperial. Doors flaring outwards at their lower edges conceal the running boards. This body has occasional seats but no division between front and rear compartments. Thrupp and Maberly are the coachbuilders.

Below: Another drawing showing the interior of the Imperial, with its fully sprung, full width occasional seats. Arm rests are of an improved shape.

HUMBER IMPROVEMENTS continued

seats. It will, of course, have the new features in addition.

Available as extra equipment on both models are improved H.M.V. automobile radio and a new heater installation of the demisting and ventilating type. It will be possible to make a choice from five schemes of colour finish and interior trim.

PULLMAN LIMOUSINE AND IMPERIAL SALOON

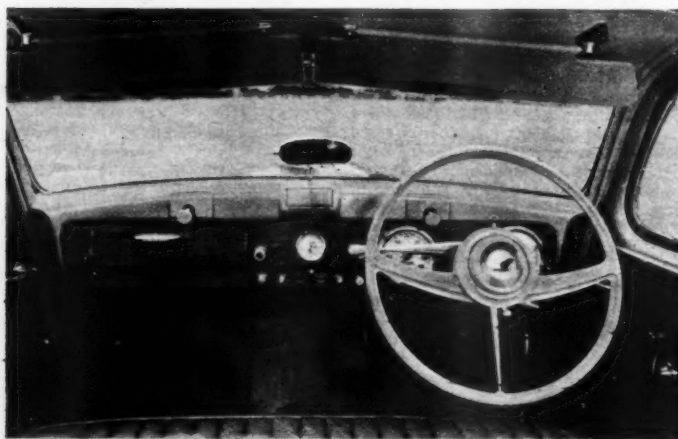
IMPROVEMENT in the riding qualities of the Humber Pullman limousine and Imperial is the result of similar changes to front and rear suspension as those described for the Super Snipe, though in detail there are 17 leaves in the front spring of the existing system, now replaced by 9 of the wider type. The new chassis fittings include Rimbellishers and bumper bars with fairings to suit the Thrupp and Maberly coachwork.



In this design the lower edges of the doors are flared out to cover the step boards and the bonnet carries the new lengthened motif and redesigned badge.

Body length is such that room is available to carry extra passengers on full-width occasional seats. These are fully sprung and are concealed in the division when not required, where they are flanked by the courtesy light deflector grilles, which serve also as inlets for air-conditioning if installed. The division is fitted with sliding glass panels, though a power-operated type may be supplied as extra equipment.

The Imperial saloon does not have a division but retains the occasional seats with adjustable bench front seat. On both models the locker is well able to cope with the luggage of the maximum number of passengers, whilst extra long trunks may be carried on the lid, which opens downward to form a stout platform free from side arms.



A classic fascia of polished hardwood carries instruments with neat and easily read dials. Vizards are shown in the "down" position.

PULLMAN (AS FOR SUPER SNIPE WITH FOLLOWING ALTERATIONS)

Transmission.—Divided propeller-shaft.

Tyres and Wheels.—E.L.P. 7.0 x 16in.

Dimensions.—Wheelbase 10ft 11in.

Track (front) 4ft 9 1/2 in, (rear) 5ft 2 1/2 in.

Overall length 17ft 7 1/2 in, width 6ft 2 1/2 in.

Height 5ft 9 in. Ground clearance 7 1/2 in.

Turning circle 48ft. Weight (dry)

4,466lb.

Price.—Limousine, £1,395, British p.t.

£388 5s, total £1,783 5s. Imperial, £1,395,

British p.t. £388 5s, total £1,783 5s.

Disconnected Jottings

BY THE SCRIBE
Drawings by Barry Appleby

Colonial

THOSE motorists overseas who say that we know too little about rough roads should traverse what a colleague rightly calls the "Battersea trials course." This is in London, and frequently becomes my route home o' nights. It is at peak condition from the "colonial" point of view just now because of the trams that run along it, and London trams, as everyone knows, are about to disappear; therefore—quite wisely, I suppose—nothing much is done to the tram track.



Well and truly tested.

Inches of metal stand proud of stone setts. The crater, the lateral corrugation, the fore and aft ditto, are all there. At intervals British Railways (Southern Region) thrust their lines across the road. There is the odd section of wood blocks to increase the hazards.

Over all these your car rockets, its suspension well and truly tested as the motoring soul is shattered.

Its horrors make the Battersea trials course little used, and it is therefore a fine escape route. But let no one tell a Battersea f.t.d. winner that he knows nothing of rough conditions. He does.

♦ ♦ ♦

Sickening Thuds

THE novelist's worst cliché, quoted above, has a special meaning for motorists of an apprehensive nature. "Do you realize," asked my friend the service man, "that you have a slight thud in the steering?" I discovered it when I was tucking your car into a parking bay.

I had not realized it; probably because I had grown up with it, but immediately I locked over slowly I sensed it—a very slight thud and just perceptible through the wheel. I drove home, but felt nothing of it until I locked over slowly once again in order to enter my garage. Next day I investigated, jacking the car up in front.

The reason was not alarming. The ball joints of the track rods (rack and pinion steering) are enclosed in rubber bellows which pass through a hole in

the frame member. They have sagged a little with use and the flanges of the bellows were touching the edge of the hole. There was a slight build-up of two or three flanges as the steering went over slowly and they were released with a little thud. Thank heaven for small mercies.

I greased the suspension while the car was jacked up. This is, of course, good practice. With the weight of the car on the suspension there must be some surfaces taking the load and tightly pressed together, so tightly that the grease gun pressure may not be sufficient to force grease between them. With the weight taken off the wheels there is no load on the surfaces.

♦ ♦ ♦

Chequered

AFTER the wet night in a strange town I am inclined to think that danger-potential is at its highest when the sun is brilliant and the road is wet. I came up to town the other morning in just such conditions after a wet night. The sun was high, so that there was no reflected dazzle, but the sunlit road was brilliant, just the same. Under the trees it was as black as hades. This chequered effect puts an immense burden on the eyes, the pupils of which are unable to contract and expand sufficiently quickly to keep pace with it, and the tendency is for other vehicles to disappear in the



Burden on the eyes.

shadows and for the eyes to screw up in the light. The former means danger, and the answer is not sun glasses, which intensify the black. In fact, the wearing of sun glasses often introduces such conditions where they do not otherwise exist, owing to the intensification of the shadows. It is a time for care.

♦ ♦ ♦

Entente Cordiale

THE courtesy of garage staffs would seem to be international and, after recently commenting on the British, The Scribe must record the experience of a colleague in France. The tourist recalls several instances of exceptional courtesy, and among them an occasion when a man left work to



Enjoyed the salt.

top up his tyres, and to test the pressure. He was almost offended at being offered a fifty franc note. At the same time was noted a consuming interest in cars of all kinds at the service stations in France.

♦ ♦ ♦

Keeping to the Left

"KEEP well to the left" says the Highway Code. I wonder how that would be construed in certain circumstances? On a completely open road I often cut a bend in order to "level it out" and maintain my speed. In that case my line across the corner is as near to the left as practicable because I could not haul the car round any more sharply owing to the speed. But is that a legitimate excuse, I ask myself? Likewise where a very minor road enters a major one, and I am on the major one, I haul over to the centre of the road at the junction if there is no opposing traffic, so that I am as far as possible from any reckless enterer from the side road. In that case I am as near to the left as practicable from the safety angle. But again, would that be accepted?

♦ ♦ ♦

Tough Birds

MY note about the peacock which attacked its own reflection in the cellulose of a car caused an ornithologist's explanation that the bird was, within the limits of a peacock's brain, acting logically. The male peacock, like many birds, permits no rival to muscle in on his particular bit of jungle—or garden.

Equally sensible was the conduct of the Devon cows who once, I remember, licked the finish of a car normally parked on the beach, but temporarily in their field. They damaged the finish, but enjoyed the salt which spray had left there.

♦ ♦ ♦

The Blessed Winds of Heaven

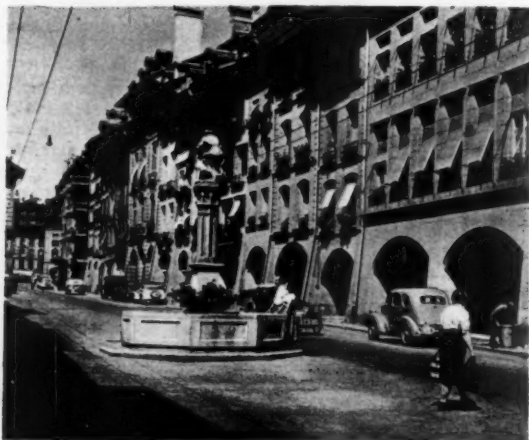
OVERHEARD, "Throw that paper bag over there, Alfie, this strong wind'll soon blow it away."



Approaching the mountain ranges on the road from Berne to Thun. The architecture of this wayside church is characteristic of Switzerland.



Swiss hotels in the mountains offer all that the motorist requires at a moderate price. This hotel at Gurnellen provides not only fuel and oil but also lock-up garages.



There is a medieval touch about the "old-town" in Berne with its arcades and ornamental fountains.

MIDSUMMER

SWITZERLAND is always a magnet (Swiss franc allocation permitting!) for British motorists. Snow-capped mountains, sparkling lakes, raging torrents and sinuous passes make a strong call and there are few areas in Europe where there is such a wealth of magnificent scenery so tightly packed. One can leave a large city such as Berne, and in a few hours of pleasant motoring be nearly 10,000ft up among the icefields.

In a southerly direction, the major road from Berne leads to Thun at the tip of the lake of that name. Roads run on the side of the lake to Interlaken at the other end. Of the two roads, that by way of Oberhofen on the northern shore is by far the more picturesque—and the less popular!

Then along by Lake Brienz to Meiringen, Innerkirchen and on to the Grimsel Pass, which wriggles up to over 7,000ft. The climb is not especially scenic since man decided to build a mighty dam across one of the valleys, but at the top, and just before the start of the run down to Gletsch, there is a natural lake which comes as a delightful surprise. With its background of jagged, snow-covered mountain peaks, the lake is dwarfed—its beauty is in its gaunt naturalness.

At Gletsch, the River Rhone speeds by fresh from its source, the mighty Rhone glacier, within sight as one starts

A favourite stopping place on the Grimsel Pass. Here a raging torrent passes under the road and, joined by another torrent, produces clouds of rainbow-tinted spray.





MECCA

SWITZERLAND FOR SUPER-TOURING

the climb of the Furka Pass. In dry weather the road is dusty and the hairpin corners that follow each other in a zigzag pattern are loose; but steady climbing brings the glacier, dominated by the 12,000ft Dammastock, more and more into view. Towards the summit of the pass, the road gets so near that the glacier seems within reach. An ice-kissed breeze is sometimes cooling and sometimes cold enough to be uncomfortable.

The Rhone glacier is the only large icefield in the Gotthard district. Its head and upper drainage area are formed by the Rhone snowfields and its tongue drops steeply down between the Naegelisgraetli and the Furkahorn. From ice gates beneath the tongue, there emerges the Rhone river, which swells out to become Lake Geneva and then travels on through France to the Mediterranean.

Formerly the Rhone Valley was a mighty ice stream which, at the time of its maximum development during the Ice Age, extended beyond the basin of Lake Geneva down as far as Lyons. The present glacier is all that remains.

The descent of the Furka Pass leads down to Realp and the fertile valley on the way to Andermatt where the main Bellinzona to Lucerne road is joined. Take your choice of direction, for both lead through magnificent scenery.

H. W. L.

On the ascent of the Furka Pass the mighty ice-mass of the Rhone Glacier is approached till its nearness seems overpowering.

This peaceful scene at Gurtellen is but a few yards from the main Andermatt-to-Lucerne road.

A back-cloth of jagged peaks, a wooded valley, a magnificently engineered road that climbs to over 7,000ft—a typical Swiss scene photographed on the Grimsel Pass.





Michael Burn rounding Orchard Corner at the wheel of his A.C.-engined Frazer-Nash.

VINTAGE PRESCOTT

ONE of the most pleasantly informal sprint events in the calendar is always the Vintage S.C.C. Prescott hill-climb, held by permission of the Bugatti O.C., to whom the hill belongs. This year's event, run last Saturday, proved no exception, and even the heavenly Water Board so far relaxed its vigilance as to permit the proceedings to take place with but one slight shower of rain.

Several stars of the Vintage constellation were conspicuous by their absence, preparing their cars for tomorrow's parade of the proud at Silverstone, but Laurence Pomeroy, the club's president, and "Sam" Clutton, the editor of the V.S.C.C. *Bulletin*, were both very much

in evidence, the latter reporting much of the event from a recumbent position in the centre of the hill—apparently all done by mirrors.

The programme was a trifle late in starting, owing to an incident in practice, when R. Briggs overturned his Lancia on the S-bend, suffering a broken arm in the process. However, once under way it proceeded with commendable dispatch, which is more than can be said of one or two of the more elderly Vintage sports cars present. Notable performances in the early classes were those of the Frazer-Nashes of D. Parker and Michael Burn, the former the car once called "Patience" with Dubonnet i.f.s.,

PROVISIONAL RESULTS

F.t.d.: Bugatti 2,261 s (P. J. Stubberfield), 47.60s. F.t.d. by unsupercharged sports car: Frazer-Nash 1,991 (J. M. Burn), 52.55s.

Sports cars: 1,100 s.s.: 1, Riley 1,009 (L. Gibbs), 57.30s.

1,101 to 1,500 s.s.: 1, Frazer-Nash 1,496 (D. Parker), 55.00s; 2, Toolay Spl 1,496 (C. P. Toolay), 56.97s.

1,501 to 2,000 s.s.: 1, Frazer-Nash 1,991 (J. M. Burn), 52.55s; 2, Alfa Romeo 1,750 (P. H. Thompson), 57.59s.

2,001 to 3,000 s.s.: 1, Talbot 2,270 (J. W. Rowley), 57.44s; 2, Lancia 2,570 (J. Readings), 58.93s.

Over 3,000 s.s.: 1, Bentley 4,597 (C. A. Hart-ridge), 57.27; 2, Vauxhall 4,500 (M. L. Quartermaine), 58.62s.

Edwardian cars: 1, tie between 1908 Italia 12,000 (Dr. G. A. Ewen), 57.16s, and 1913 Calcott 1,496 (C. L. Densham), 75.16s.

Supercharged sports cars: 1, Amilcar 1,100 s (V. J. Hern), 55.13s; 2, Austin 747 s (J. V. Bowles), 55.91s.

Racing cars: 1,100 s.s.: 1, Riley 1,087 (H. A. Richards), 49.65s; 2, Amilcar 1,100 s (V. J. Hern), 52.47.

1,101 to 1,500 s.s.: 1, Norris Spl 1,482 s (C. W. A. Heyward), 49.97s; 2, Triangle 1,496 s (K. H. Miles), 51.38s.

1,501 to 2,000 s.s.: 1, Bugatti 1,990 s (J. M. Perkins), 49.39s; 2, Bugatti 1,990 s (P. Mould), 49.64s.

Over 2,000 s.s.: 1, Bugatti 2,261 s (P. J. Stubberfield), 47.60s.

the latter the ex-Arklay car powered by a 2-litre A.C. engine. The handicap class for Edwardian cars produced some excellent performances and showed good handicapping, the enormous 12-litre Itala, driven by Bob Ewen, tying for first place with Densham's minute 1913 Calcott. V. J. Hern's Amilcar won the supercharged sports car class; Richards' Riley made the fastest ascent of its long career to take the 1,100 c.c. racing car award, and the two largest racing car classes were appropriately enough captured by Bugattis, in the hands of J. M. Perkins and Peter Stubberfield, who, as last year, made f.t.d.

Although the hill-climb proper produced no crashes, it was not devoid of excitement; H. Kemp-Place buried his Bentley's nose in the sand on Orchard Corner, V. Knight's Brescia Bugatti practically disappeared from sight in the undergrowth between Orchard and Pardon, while Crowther came very near indeed to inverting his Frazer-Nash on the S-bend.

Proceedings were closed by a 1950 drop-head coupé Aston Martin in the hands of John Wyer, accompanied by an intrepid police officer, apparently determined that he should not escape—a most non-Vintage motor car, but obviously the manager of the company's racing team should drive about in its latest product.



Solemn conclave in the paddock; left to right, Dennis Clapham, Boxer Stubberfield, Mrs. Stubberfield, John ("Steward") Wyer and Peter (f.t.d.) Stubberfield.

Pescara G.P.

THE Grand Prix of Pescara, nineteenth in the series of races to receive that name, was run off in ideal conditions on August 15. The usual enormous and enthusiastic crowd, for which the Pescara circuit is noted, was present in full force, to see Alfa Romeo bring off yet another victory; however, they did not have things entirely their own way, as Louis Rosier showed a remarkable turn of speed with the 4½-litre Talbot, taking second place on the last lap, when Fagioli slowed with some trouble with the Alfa's rear suspension.

PROVISIONAL RESULT

Race distance 256 miles (16 laps of 16-mile circuit)
1, Alfa Romeo s (J. M. Fangio), 3h 2m 57.2s, 82.96 m.p.h.; 2, Talbot (L. Rosier), 3h 3m 9.2s; 3, Alfa Romeo s (L. Fagioli), 3h 5m 15.2s. (Fastest lap: Fangio, 90.51 m.p.h. (record).)

Fangio and Fagioli passing the stands at Pescara and (inset) congratulating one another after the race.





Every masterpiece marks the attainment of its age, and endures as an inspiration and a challenge to posterity. This example is a portrait of the almost legendary Madame de Pompadour, by Francois Boucher (1703-1770) and is in the Victoria & Albert Museum.



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A Look Round the Fuel System

This is the second of a series of articles on maintenance. The first, which appeared last week, dealt with the electrical system.

THE post-war motorist with a pre-war car has no doubt discovered, to his chagrin, by the roadside, that his car is not getting mixture where it should be—in the combustion chambers. If he is not an expert, but decides to do what he can, there follows a routine of undoing brass nuts, blowing through pin holes and copper pipes, in the hope that if he fiddles long enough the car may restart.

This article is not going to describe what the tyro should do in such circumstances, but rather to explain some of the simple, but important, tasks which should be undertaken in the "lock-up." It is then to be hoped that a breakdown will not occur subsequently, but, even if such an occasion should arise, the driver will be familiar with his fuel system and more likely to be able to make straight for the offending quarter. A thorough examination will also lead to the discovery of any minor leaks which can make an appreciable difference to m.p.g.

The beginning of the fuel system is the point of entry into the petrol tank. In its early days the car was probably fitted with a filter which, equally probably, is by now damaged or missing altogether. A replacement may be advisable, therefore, preferably of a type which takes the full flow from a petrol pump without spilling. If the car is not showing any tendency to choked jets, pipes or filters, it is unlikely that the petrol tank is unduly dirty. But residual dirt can often cause trouble after running out of petrol and subsequent refilling. Therefore,

draining and cleaning the tank in the garage and refilling through a filter may save roadside delays later on. Before passing the tank as satisfactory check for any minor leaks and make sure that no water remains in crevices—but do not use heat!

The pump is directly connected by pipe-line to the tank and a vigorous blow by human or, if possible, mechanical means through the pipe from the pump end will ensure that the way is clear. The pump itself may be electrical or mechanical but in either case the two important trouble makers are the same. One is dirt, with its simple solution—dismantling and cleaning. The other is the diaphragm which actually does the pumping.

Faults in the Pump

The diaphragm is anchored all round the edge, the centre being moved back and fore, whether electrically or mechanically, to provide the pumping action. It will be realized at once that the diaphragm must be pliable to do its job and it is therefore prone to cracking which, of course, reduces the pumping pressure until it is insufficient to draw up petrol from the tank. The diaphragm mechanism may also have worn to such an extent that it is not sufficiently eager to return to the normal position after each pumping stroke. Fortunately, replacement parts are easily obtainable.

A mechanical pump should not be removed completely unless undue wear is suspected on the pump lever which is actuated by the engine. If it is removed it should be taken off slowly so that the "mechanic" can see the position of the lever as it is withdrawn. If this procedure is not followed there may be some

difficulty in replacing the pump with the lever in the correct position.

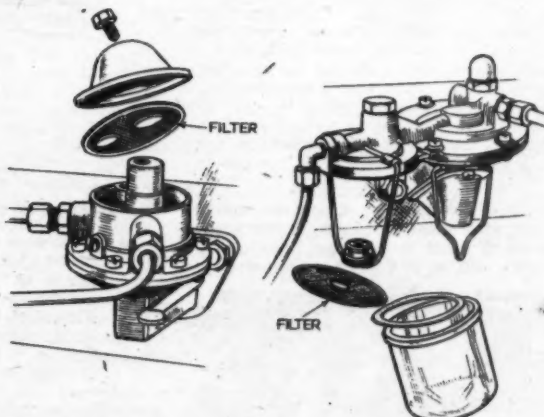
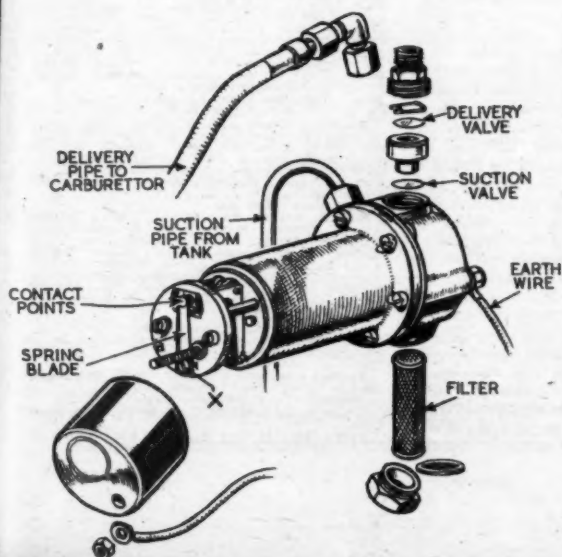
An electric pump has its electrical compartment in the end of the cylindrical body and this should be uncovered only for cleaning the contact points. When examining the wiring, make sure that the body is effectively earthed. In reassembly of either type of pump make sure that all cork gaskets are sound, nuts tight and leak proof, and filters clean.

One more pipe and the carburettor will take the stage, but one word about the pipe. It is a favourite source of leakage because it is soldered or brazed to the carburettor union connector and this joint often cracks. If the pipe looks moist, resolder the joint. This may make a worth-while improvement in m.p.g. and, in any case, once a leak starts it is the thin end of the wedge. Insulating tape is useful in emergency.

Examine the union and make sure that the washers are sound. A cylindrical filter should be revealed when the union is dismantled and this should be clean and undamaged. While undoing the union, hold the pipe steady with one hand to prevent the soldered joint cracking. The carburettor can now be tackled in earnest.

Most of the carburettors fitted to the good old family saloons are not intended to be adjustable for anything other than slow running, and cleaning is the main operation to be undertaken. Dismantle carefully and rinse each part in petrol and ensure that sludge is not loitering in the float chamber. If your fuel system inspection is carried out as the result of an undiscovered fault, make sure that the float floats. Punctured floats are rare, but nevertheless can cause flooding, over-richness, uneven running, and even a complete breakdown when they occur.

Delivery and suction valves of an electric petrol pump may need cleaning as well as the filter. The contact points must be clean and correctly set.



Filters in older and more recent mechanical petrol pumps. Some pumps have a drain plug (not shown here) which enables sludge in the compartment below the filter to be drained off.

THE FUEL SYSTEM

Continued

The thought of jets conjures up, in the minds of many motorists, the means of making huge increases in m.p.g., or in performance at the cost of reduced m.p.g., but such thoughts are best forgotten. Performance and economy are not so easily adjusted and mixture control is very carefully decided by the designers. Manufacturers of special coils may go so far as to claim that smaller jets may be fitted, but we cannot deviate to such a complex discussion. It should be remembered that upsetting the mixture may cause the engine to overheat or possibly speed the formation of carbon deposits.

However, if the present jets are worn from careless cleaning, replacements will be beneficial. To clean any carburettor jet, blow it with air—do not be tempted to use anything hard, like a needle, to do the job.

The spindle on which the butterfly throttle mechanism hinges may be worn. Symptoms of wear are rough running and difficulty in adjusting for slow running. Extra air passing through the spindle sockets causes the trouble. Again a replacement is the cure, unless the bearings are also worn, in which case a new carburettor would be advisable.

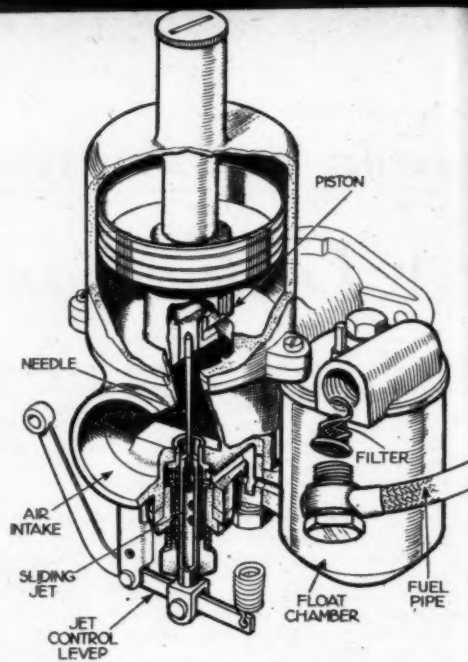
With S.U. carburettors, the piston spindle may need lubrication with a few drops only of light machine oil through the hole marked on the top of the bell-like cover. A sticking piston can give symptoms like running out of petrol. The S.U. offers more scope for adjustment than most other makes and is, therefore, more often found on the

sports type of car. Expert tuning is desirable occasionally in this case, but even the tyro can make sure of an important point in addition to the routine already mentioned.

This is the accurate setting of the maximum float level to avoid continuous slight flooding or starvation of the engine. The petrol level in the main jet should be about $\frac{1}{16}$ to $\frac{1}{32}$ in below the main jet orifice and this can be adjusted by slightly bending the forked arm attached to the float chamber cover so that when the float rises and comes to rest against the arm, the level is correct.

With the S.U. type it is particularly important to make sure that the needle is central in the jet orifice and that the piston may move freely. If any doubt exists, professional attention is worth while.

Adjustment of the slow running completes the "overhaul." The simplest way to set the tick over on most carburettors is to turn the throttle stop with a screwdriver until the engine is ticking over just a little faster than will be finally required, then turn the air control screw back and fore, finally setting it at the point which gives the most easy running. The engine will probably be running too fast at this stage and the throttle screw can be reset and the same process repeated. The air screw should always be set to give the



An S.U. carburettor, with its vacuum-operated jet needle. It must have its needle dead centred in the jet, and the piston quite free from sticking, if it is to work well.

best running and not necessarily the slowest. The aim is to "balance" the two adjustments one against the other. The engine should be warm, of course.

Throughout an overhaul of the petrol system bear in mind that dirt is a major cause of failure. There is more dirt in petrol nowadays because, under the Pool system, fewer tanks and pumps are in use and turnover is quicker than before the war.

R. M. C.

Silverstone Tomorrow

TOMORROW'S programme of races at Silverstone, situated in Northamptonshire, between Towcester and Buckingham, should provide a day's racing without parallel in recent years for interest and fierce competition.

The 500 c.c. race has an entry of thirty-seven cars, all British, in which Raymond Sommer and the American brothers, Harry and Philip Schell, will do battle with the principal Formula 3 exponents of this country. In the Production Car Race—divided into two sections, under and over two litres—hard-fought battles should be seen between the Ferraris and Frazer-Nashes, the Aston Martins and Healeys, and the Allards and Jaguars, in their respective classes; it will be interesting to see A. J. C. ("Teddy") Schwelm, the young

The new Milan, with independent torsion bar suspension all round (double wishbones in front and trailing links at the rear), will be at Silverstone tomorrow.

Argentinian, who has done so well on the Continent with a sports Alfa Romeo, at the wheel of a Jaguar. With names like Ascari, Chinetti, Parnell, Rolt, Johnson, Gerard and Whitehead among those present, these races cannot fail to provide plenty of excitement.

The Vintage S.C.C. has been invited to stage a demonstration of historic racing cars.

The major event of the day, the International Trophy race for Formula 1 G.P. cars, will be run in two heats and a 105-mile final, and has received an entry which for interest transcends any previous British event of this calibre, and is at least the equal of any of those held on the Continent. The principal contenders will be the two works Alfa Romeos, in the hands of Italian Farina and all-conquering Argentinian Fangio, the latest Ferrari (two-stage supercharged twin o.h.c. 12-cylinder engine in de Dion-type chassis), driven by Ascari, the two Milans driven by Bonetto and Comotti—and, of course, the two B.R.M.s, making their first appearance, which will carry the good wishes of thousands of spectators and must feel at the moment very like debutantes before the ball. Behind these, and in the second rank, as it were, will be the Maseratis (headed by the works cars of Chiron and Rolt), Whitehead's single-stage supercharged Ferrari, and the Talbots and E.R.A.s, which will be at a disadvantage in a short race.

It is hardly necessary to emphasize that, as the meeting starts at 10.30 a.m., it will be imperative to start early. Special

traffic arrangements have been made for this occasion, and the organizers hope that some of the points of congestion which have hampered previous large meetings have been eased.

ENTRIES

International Trophy Race (1st Heat 12.50, 2nd Heat 1.55, Final 4.35 p.m.).
Alfa Romeo: Farina, Fangio, Ferrari; Ascari, Whitehead. B.R.M.: Moss, Parnell, Sommer, Walker. Milan: Bonetto, Comotti, Talbot; Class. Giraud-Cabantous, Etancelin, Levegh. Maserati: Chiron, Rolt, P. Ashmore, Hampshire, D. Murray, Brock, C. Murray, D. Hamilton. E.N.A.: Gerard, Harrison, Shawe-Taylor. Alta: Crossley, Watson. Delage: Rolt. H.W.M.: Moss, Macklin. C.D.A.: Chorlton. R.R.A.: Richardson. A.S.B.: Butterworth.

Production Car Race.

Race 1 (up to two litres—11.30 a.m.):
Up to 1,100 c.c.: M.R.G.: Price, Morgan; Sparrows. Up to 1,500 c.c.: M.R.G.: P. Clark, Mathieson, T. Christie, Gott, Richmond, Shepherd, Buncombe. Jewitt Javelin: Turner. Jewitt Jupiter: Grimley. M.G.: Lund, Jacobs, Phillips, Lester, Newenham.

Up to 2,000 c.c.: Ferrari: Ascari, Chinetti. Frazer-Nash: Sloop, Gerard, Culpin, Earing, Newton, Crook. Frazer-Nash-B.M.W.: Tyrer.
Race 2 (over two litres—3.5 p.m.):
Up to 2,000 c.c.: Aston Martin: Parnell, Macklin, Thompson, Austin A.55; Wharton. Alfa Romeo: Gibley, Healey, Richards, Gale, Mortimer, Hamilton, Lewis, Samuelson, Freed, Bartlett, Downings. Lea-Francis: Spikins, Rose, Riley; Grace.

Over 2,000 c.c.: Allard: Allard, Warburton, Watkins, Curtis, Jassier, Wisdom, Johnson, Schwelm, Rolt, Whitehead.
500 c.c. Race (10.30 a.m.):
Emergent: Enay, Kennington. J.B.S.: Bottoms. J.P.: C. Hunter. Wasp: Moor. Rhinoceros-Triumph: Rhinoceros. Parker: Parker. Gross: Gross. Iota: Albena. Kieft: Gregory, Vicken, Bacon. Gosper: Moss, Samuelson, Fair, J. N. Cooper, Sommer. Winterbottom: Dryden, Wharton, J. Heath, Brown, Watkins, Collins, Coldham, Aston, Cox, Brandon, Carter, Prosser, Potts, H. Schell, P. Schell, Rowland, Symonds, Sykes.

Admission Details

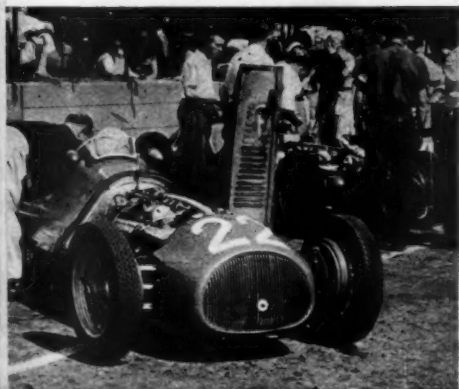
Car (to enclosure, including admission for all passengers): booked in advance, 25s; on race day, 30s.

Coaches (including admission for all passengers): 45 10s; for double-decker buses, 45s.

Pedestrians (admission to course): 6s.

Motor cycles (parking fee): 2s 6d, plus 6s per person.

Cycles (parking fee): 1s, plus 6s per person. (All grandstand seats have been sold.)



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CLEVELAND PETROLS LATER



Some would say "picturesque" and some that a little modernization is needed—on a street of old houses at Leigh, Essex, behind the waterfront. Leigh is noted for cockles.

CORRESPONDENCE

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DURABILITY

Need for a New Factor

[62861.]—May I be permitted, as a very old, though hitherto mute, reader, to elicit through your columns public opinion on a conviction of mine that the motorist is being cunningly educated to think of cars in terms of initial cost and initial performance to the almost complete exclusion of the equally important "operational time factor"?

Preoccupation with the short view may be characteristic of the age in which we live but many of us, I am sure, wish to know not only what a car will do and what it costs to do it when new, but also how long it may be expected to go on doing it and at what advance in operating cost. I suggest that it is feasible to develop a "durability and maintenance" index covering the planned or expected working life of inbuilt materials, running parts and finishes (I am reliably informed that these are, nowadays, fixed on the drawing board) together with the enhancement of maintenance costs appropriate to the inclusion of non-adjustable, non-repairable and non-get-at-able units. Allowance might possibly also be made for such contingencies as the cost of replacing a bent superstructure on a "spineless" job.

Such a factor, if embodied in the data given in your otherwise comprehensive Road Tests, would enable the non-technical buyer to assess for the first time the *real* value for money represented by any given car.

B. S. EVERETT,
Retired Tinsmith.

Rangoon

DUAL-PURPOSE

Vision of a Rearmed Future

[62862.]—In your leading article of August 4 you advocate the production of a vehicle on Jeep lines suitable for both military and civilian use, but do you quite realize what it could lead to?

We already suffer from quite enough grandmotherly interference in our everyday life without having to put up with being doled out with a Government issue utility jeep subject, like us, to mobilization at short notice. Are we to have work-tickets for our daily civilian journeys? And is the car required to be open for inspection by a uniformed, licensed snooper with a warrant card?

The Englishman's home is no longer his castle, but at least the private individual can drive peacefully about his lawful occasions without too much red tape, but it will be a sad day indeed if we ever become licensed units of personnel proceeding in convoy on an authorized route in State-inspected, State-provided vehicles of approved pattern, with each driver wearing a steel bowler with detachable cloth cover and brim.

No, sir! I prefer my vintage private-enterprise bicycle, and long may its wheels continue to revolve in freedom! A. E. HARDMAN.
Southampton.

[Motoring in a tank is preferable to no motoring at all!—Ed.]

MOUNTAIN ROUTES

Abergwesyn-Tregaron Being Surfaced

[62863.]—I was interested to re-read Mr. A. Farrar of M.G.'s letter [62809], having just returned from a week's tour of Wales that included the Llandovery-Tregaron stretch to which he refers. I did not attempt, for lack of time, the part of the north-south route that lies north of the Abergwesyn-Tregaron road, but turned on to the latter road having come up the Towy valley from Llandovery.

I noticed that metalling was in progress upon the Abergwesyn-Tregaron road, which would imply that it will shortly be fairly reasonable going apart from the gradients. The road up the Towy valley is, however, quite sticky and I would like to add a few comments upon it.

First, my car is 5ft 9in wide and 14ft long and any car that exceeds these dimensions by even one inch would not get through without the removal (voluntary or involuntary) of the mudguards. Secondly, it would be inadvisable to attempt the road during rain or while the bare outcrop rock which forms much of the surface is wet after rain. Dry, the rock affords an excellent grip to the tyres, but even slight dampness makes it like a skating rink and

there are several places where a slight side-slip would take the car over the edge of a nasty slope. So long as the rock is dry, however, the road is passable even after heavy rain (there had been a half-inch fall the night before I went over the route).

I would emphasize that the Towy valley is no place to have a breakdown because, quite apart from the distance from the nearest garage (about 15 miles), I doubt whether any car would survive being towed over the route without considerable damage.

Another road (or rather track) which Mr. Farrar might be interested to attempt is that which runs up Orwyne Fechan from Crickhowell to Talgarth via Llanbedr. It crosses the mountains at a point 2,023 feet high between Pen Truman and Mynydd Lllysiedd. I got about one or one and a half miles over the rough stuff on it in pouring rain, having done a little road-building at one or two points, but was forced to turn back for fear of getting bogged at a point where a fallen stone wall involved a detour of the track. Had I had ditching gear I would have tried to get through.

Incidentally, these trips were done in my 1928 14-40 Humber tourer, weighing 27cwt.

London, N.W.3.

JOHN J. WOODCOCK.

BODY INCHES

A Critic Who is Not Satisfied

[62864.]—As an owner-driver of medium size cars for over thirty years and as one who has always taken a keen interest in cars themselves I was greatly interested by Gordon Wilkins' article, "The Struggle for the Odd Inch" (August 4).

Whilst agreeing that British designers and manufacturers have shown great ingenuity in squeezing passenger accommodation within the very short wheelbases now apparently fashionable, although at the expense of the passengers' legs, I should like to know just why all this has become necessary.

One of the most comfortable car bodies I ever owned was on a well-known Fifteen of 1924. After studying the diagrams on the first two pages of Mr. Wilkins' article I feel certain that the body of his "car of twenty years ago" would give the greatest comfort to the passengers were the chassis brought up to date as regards engine, springing, brakes, steering, and so on, to say nothing of greater ease and convenience in repair and servicing.

CORRESPONDENCE continued

If it is desired to bring the rear passengers within the wheel-base surely it would be better to extend the wheelbase rearwards rather than shorten the leg-room by moving the seat forward?

I realize that this would bring its problems, but there can be such things as separate gear boxes, centrally jointed propeller-shafts and hypoid rear axles. I have no doubt that our manufacturers could overcome the problems if they wanted to.

That, of course, brings me to the crux of the matter. Do they want to? Isn't everything, including design, passenger comfort, baggage-carrying capacity, accessibility and appearance, being subordinated to manufacturing methods, i.e., the desire to have as much of the vehicle as possible quantity pressed from very thin sheet steel?

Whatever the truth of it, I still want the graceful dignified motor carriage and not the modern squat slab-sided mobile tin box. I shall continue to say so, amateur design critic or not.

Fleet, Hampshire.

H. PARKHOUSE.

ANACHRONISM

Survival in the Home Counties

[62865].—I expect that few motorists and not all horsemen would appreciate the significance of the sign shown in the photograph: it is on the western outskirts of Limpsfield, in Surrey, on the road to Westerham.

Curiously enough someone has seen fit to paint the sign fairly recently!

Hythe, Kent.

R. S. S.

VAUXHALL HERALDRY

Introducing the Wyvern Segreant

[62866].—May I be permitted to quote from the book *Cutlass Empire*, by E. Van Wyck Mason, in order to add more interest to the correspondence regarding Vauxhall heraldry?

Henry Morgan has presented a gift to one of his feminine attachments:—

All at once quiet again, he indicated his gift. "Do you recognise that device graven on the tongs handle?"
 Forgiving him, Anne picked up the tongs. "Why? much resembles a little dragon: is it not very like the crest on your signet ring?"
 "Quite so," Morgan washed down the last of the steak and kidney pie with a huge gulp of ale. "His Majesty's Garter King-at-Arms would call your little dragon a 'griffin' or, in Welsh, a 'wyvern'. He crooked his little finger, allowing the signet ring's flat face to catch the candle's light. "Because my small monster's wings are lifted, as if for flight, the heralds would name him a 'wyvern segreant.' Around Brecknock, Caermarthen and Glamorgan shires you'll discover varying forms of the wyvern as favoured heraldic device."

I cannot, of course, vouch for the authenticity of Morgan's knowledge, but it is amusing to think that a wyvern and a griffin are one and the same—or isn't it?

R. L. LISNEY.

Enfield, Middlesex.

CAPE RALLY

Record of the Late H. E. Symons' Journeys

[62867].—After reading "Globetrotter's" letter [62842], I would like to put forward a few points.

First of all I suggest that our friend should read the book *Two Roads to Africa*. The book gives an account of the adventurous journey to Nairobi in a Rolls-Royce and of another journey (to the Cape) in a pre-war Wolseley. Such a book should also be valuable to anyone contemplating such a trip.

Leeds, Yorkshire.

"MOTOR MAD."

DELIVERIES

More Work for the Taxation Authorities

[62868].—Further to the letter [62818], I should like to make the following comments on Mr. W. Warham's suggestions for taxation of vehicles.

If by "registered value" Mr. Warham means the current market value of the car, you are going to find that the taxation rate is constantly changing, which will put an extra burden on the taxation authorities. If he means the original cost of the car there are going to be many complaints from persons who are running old crocks which are barely worth the petrol they consume. Again, if Mr. Warham means the price paid by the present owner, there is again going to be extra work for the taxation authorities checking that the price declared is correct.



Sign survival: "Please slacken bearing rein going up hill" (see letter 62865).

According to my calculations the Treasury would certainly gain a great deal more duty, but I think on the whole the present system is more practicable. E. J. ETHERINGTON.
 B.A.F.O., c/o B.A.O.R.

PERSONALITY

The Ingredients That Make It

[62869].—In the August 14 issue, The Scribe remarks about the personality of a car. My 1933 Austin Ten certainly has personality. It is its personality that keeps it going. What post-war car, costing (at present-day equivalent) about £300 will still be running, and well, after 18 years' continuous hard use? How many miles has it done? Pooh! Who cares? I've had it nearly two years now and have covered some 29,000 miles with it. Other than relining the brakes and clutch and putting a new half-shaft in, I've had no serious trouble. As for startability, I'm sure no post-war car could start so consistently. I'll not say the same for "stopability," though. There for a start is a personality point—the brakes of these old Austins. Very satisfactory brakes on the whole, but woe betide the driver who, after two or three really hard emergency stops, does not adjust those cables.

As for a car being able to speak, the engine always talks to me, and, in my own car, it never stops talking. You should hear it when my wife drives; it literally screams for help. No, I am not just making fun. I'm in real earnest. That motor does speak, as do the gear box and differential. The last two, in fact, are a hive of information as to load and gradient at times.

As for feeling, just take your car for a short run down either the Old Kent Road or Walworth Road, or any of the main thoroughfares on that side of London; just wait for those front wheels to get fed up with the thrashing. I'm certain the wheels and springs get together and make a personal point of becoming harder and stiffer just to tell you to lay-off such surfaces.

Whether a car has a soul or not is no puzzle to me. Any self-respecting car has a soul. Just take the simple instance of the elderly vehicle all covered in mud and grime, the big-ends shaking hands with the little-ends and the mains dancing an Irish jig. Give it a good clean up with water and polish, and all the knocks and bangs disappear and it runs as smoothly as one could wish. That's pride for you, and nothing can have pride if it has no soul.

The Scribe mentions exhaust note as being part of personality. I should say it is—one of the really big personality makers. I remember, as a small child, touring the motor show at Olympia with my father with the prospect of a new car (then a regular annual custom), pleading with him to leave the Austin stand and come and look at the Morris show because the Austin of those days gave a very watery exhaust note whereas the Morris had a quite throaty bubble. I'm sure, had my father purchased an Austin, I should have pined away with grief. As it was, he bought a Bean. The hugeness of that vehicle was enough to impress me, and its size was its personality, so was its timing chain rattle. Reverting to exhaust note, take, for instance, the current XK120 and the pre-war version, the 100. Admittedly, the former has a personality in its quietness, which I for one fully appreciate, but is that personality so marked as that of the 100 with its terrific cackler? Do you ever see a crowd around a Mk VI? But just you put a Red Label in its place and there will soon be spectators. It's personality that counts. L. W. IDDINS.

London, N.12.



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GERMAN G.P.

GERMAN CARS AND DRIVERS SHOW GREAT PROMISE, BUT ASCARI (FERRARI) WINS AT THE NURBURG RING, FOLLOWED BY TWO SIMCA-GORDINIS

THE announcement that 400,000 people paid to see the 13th German Grand Prix on Sunday last will cause more surprise here than it did in Germany, for huge crowds are a feature of post-war racing in the Western Zones and a similar crowd gathered for the races on the Solitude Circuit near Stuttgart the previous week. However, to foreign observers seeing racing in post-war Germany for the first time it was astonishing to watch the thousands coming from the bombed cities of the Ruhr and the rolling country of the south by car, bus, bicycle and on foot to converge on the remote Nurburg Ring in the Eifel mountains for 24 hours before the racing began. On Saturday night their camp fires twinkled on the hillsides for miles around and the sound of singing and accordions was borne on the evening breeze to the great grandstand, which is also a hotel, where many of the hundred drivers gathered for the meeting were billeted.

It was a great occasion, for it sealed the readmission of Germany into free competition in the international car races of the West (the motor cycles do not come in until next year) and it gave the Germans a chance to match their new cars, the Veritas, A.F.M.s, Monopolettas, the Scampos and the host of specials built from B.M.W. and Volkswagen parts, against the cars of Western countries. Ready to drive them were world-famous pre-war stars like Herman Lang, Manfred von Brauchitsch and Hans Stuck, alongside new drivers already famous in Germany, like Ulmen, Riess, and the Gloeckler brothers.

After cold and blustery weather for practice, there was brilliant sunshine on race day and apart from the lack of military bands and uniforms the scene had changed little after eleven years. First event was an international sports car race, run in three classes, 2,000, 1,500 and 1,100 c.c. The two-litres went off first, and the pattern of post-war sports car racing in Germany is indicated by the fact that of the 19 starters, which included eight streamlined Veritas two-



Alberto Ascari, winner of the 13th German Grand Prix, photographed with his monoposto two-litre unsupercharged Ferrari.

seaters, practically every car had 328 B.M.W. engine, transmission and suspension parts. Exceptions were the two Ferraris, one a two-seater driven by Staechelin from Switzerland, and the other a coupé driven by Yvonne Simon from France and Rosenhammer, from the East zone, had installed an Alfa Romeo engine in his Veritas.

Three minutes after them the 1,500 class got away with four more Veritas, some B.M.W. and Volkswagen specials and the little streamlined 100 b.h.p. two-seater Simca-Gordini driven by Trintignant. After another three minutes the 1,100s followed, the twenty cars including a variety of Fiat and Volkswagen specials, some A.F.M.s with Fiat-based engines carrying Falkenhausen four-carburettor inclined valve heads, a trio of Crosmobile two-seaters driven by three Swiss, and Manzon's Simca-Gordini.

There was great excitement when the first lap speeds went up on the board, for Trintignant had done a standing lap in 0.7 sec less than Theo Helfrich on the leading Veritas and he was clearly much faster than the rest of the two-litres. Helfrich did not hold his lead for long, because a wheel came off. He managed to avoid crashing, refitted the wheel and drove into the pits for a new one, but he had lost a lot of time and the lead passed to Fritz Riess (Veritas) who has been tipped as a coming Rosemeyer. Lap after lap Trintignant cut down the three-minute lead of the two-litres and began to turn the thing into an inverted handicap race. On the last lap observers all round the course relayed news



Cars gathered before the pits at the Nurburg Ring during practice for the German Grand Prix meeting. In the foreground is Toni Kreuzer's Cooper-J.A.P. which was second by a few inches in the 500 race and won this year's German 500 c.c. championship. Behind it are two Veritas sports cars and on the right a Monopoletta 500.

of his progress through the excellent loud speaker system. At the Karussell he was only a few yards behind the Veritas, then Riess drew away, but Trintignant held on through the dizzy swerves which followed and as they screamed up the straight and across the line there were only a couple of feet between the two cars with Riess just leading.

The remaining two-litres had found the pace rather hot and there were five retirements including Pilette (Belgium), whose mechanics had been working most of the night on the transmission of his Veritas, and Willy Daetwyler (Switzerland) who had continual engine trouble driving Waeffler's pretty Superleggera 328. Eventually second place in the class went to an ordinary pre-war 328 B.M.W. admirably driven by Gunther Bechem.

In the 1,100 class Manzon scored another runaway win with a Simca-Gordini to back up Trintignant's effort, and second place went to the little D.B. two-seater with 750 c.c. Dyna Panhard engine, presumably slightly overbored for the occasion.

The 1,100 c.c. Gloeckler special which took third place is a very neat short chassis streamlined job with a hotted up Volkswagen unit with Porsche cylinder heads, mounted just behind the driver.

As the Nurburg Ring is in the French Zone it was fitting that the first post-war international race should end with the playing of the Marseillaise. Germany, being still divided by conquerors who are now divided among themselves, has no national anthem and Riess' win

GERMAN G.P.

continued

was celebrated to the haunting strains of a tune called "Ich hab mich ergeben"—"I have surrendered."

The next event, the German National Formula III race, produced a field of 24 in which three German-owned Coopers lined up with two of the French Dyna-engined D.B.s and an impressive array of German 500s, including several of the Monopolettas built by Helmuth Polensky, which have Fiat-type front and rear suspension and rear-mounted B.M.W. twin engines, and the Scampolos built and driven by Walter Komossa.



Fergus Anderson, the famous racing motor cyclist, made his car racing debut in an H.W.M. Here he is (sitting on the wheel) during work on the transmission, which ultimately caused his retirement.

Vollmer's Cooper-J.A.P., which has an aluminium cylinder barrel and keeps very cool, should have done well, but retired early, and it was Kreuzer, whose Cooper has an ordinary dirt-track J.A.P. but very closely baffled in aircraft style, who moved up to challenge the B.M.W.-Monopoletta driven by Walter Schlüter.

By now the spectators were deeply lining both sides of the course the whole way round, and although the police were very efficient there just was not sufficient manpower to dragoon the vast crowds as the militarized legions of the N.S.K.K. did just before the war. Suddenly a child ran into the road right in front of Gunther Schueter's Scampolos. The child was killed instantly and the car hurtled into a post where it was immediately crushed by the Monopoletta driven by William Lucas, an American Army man who was following close behind. Schueter was killed at once and Lucas was seriously injured. Kreuzer, passing soon afterwards, lost time, and then set off to catch the leading Monopoletta. He made fastest lap of the race, but crossed the line only a few inches behind Schlüter, to provide the second photo finish of the day, and another Cooper took third place.

After lunch the Bundespräsident, Dr. Heuss, was among the spectators, together with the French High Commissioner, M. François Poncet, and many

other famous personalities, including Rudolf Caracciola, and it was time for the 13th German Grand Prix, run this time according to Formula II. The tortuous Ring, with its 172 difficult curves and corners and its altitude variation of 1,240 feet, places a high premium on knowledge of the course. Ascari, therefore, put in 20 practice laps in one day on a sports Ferrari, wearing out a set of tyres in the process, and then took out the Formula II single-seater with de Dion rear axle, and made fastest practice lap at 79.9 m.p.h. After that the result of the race was not in doubt, for Fangio had not arrived, and the German cars had not yet the power or stamina to match the Ferrari. Ascari took the lead at once and held it non-stop to the end of the race.

Outstanding Simcas

The other Ferraris did not fare so well. Serafini, driving a single-seater as stand-in for Villorosi, was passed by Manzon on a 1,500 Simca near the Schweienkreuz on the second lap, to his obvious astonishment, and after six laps retired as second gear kept jumping out. Manzon paid for his boldness with ultimate retirement, but the other Simca single-seaters in the hands of Simon and Trintignant had no difficulty in holding off all the remaining two-litre cars.

Much had been hoped for from the overhead camshaft Veritas driven by Hermann Lang, the pre-war Mercedes star, but he dropped out early with mechanical trouble and another big name of pre-war days, Manfred von Brauchitsch, red-helmeted as usual, in an A.F.M., had no better luck.

Most interesting of the German cars was the A.F.M. driven by Stuck, with a new V-eight engine employing twin overhead camshafts and eight carburettors and said to give over 150 b.h.p. The liners are screwed into the heads, aircraft style, but the water refused to stay in the right places.

There were two H.W.M.s, one driven by Macklin and the other by Fergus Anderson, famous motor cycle racer, who knows the Ring intimately. Macklin finished sixth and could probably have been fifth but for an error in lap scoring at the pit.

For a time Paul Pietsch made a great effort and held fourth place, but his clutch failed and eventually the best placed German was Toni Ulmen.

Harry Schell had broken the crankshaft of his Cooper 1,100 J.A.P. in practice but fitted the broken bits together sufficiently well to cross the starting line and cover 400 yards to collect the starting money, which was considerable.

Of the 37 starters, representing ten nations, only ten finished. For the first time, the German Grand Prix was broadcast in English. The last hour of the race was broadcast over the British Forces Network in Germany, the commentators being Derek Jones, Alan Bruce, and Gordon Wilkins of *The Autocar*.

International Sports Car Race.—Race distance 9 laps of 14.17 miles—127.55 miles.

2,000 c.c.: 1, Veritas (Fritz Riesa), 1h 52m 18.0s, 68.1 m.p.h.; 2, B.M.W. 328 (Gunther Bechem), 1h 53m 17.5s, 67.5 m.p.h.; 3, Veritas (Kurt Adolf), 1h 54m 56.0s, 66.5 m.p.h.

1,500 c.c.: 1, Simca-Gordini (M. Trintignant), 1h 49m 18.1s, 70.03 m.p.h.; 2, Veritas (Helm Glöckler), 1h 50m 13.8s, 65.8 m.p.h.; 3, Veritas (Hans Schuler), 2h 04m 37.1s, 61.4 m.p.h.

1,100 c.c.: 1, Simca-Gordini (Robert Manzon), 1h 53m 31.0s, 67.35 m.p.h.; 2, D.B. Dyna (Elio Bayoli), 1h 54m 32.1s, 66.7 m.p.h.; 3, Volkswagen Special (Walter Glöckler), 1h 59m 24.3s, 63.6 m.p.h.

Fastest lap: Simca-Gordini (M. Trintignant), 12m 2.3s, 70.65 m.p.h.

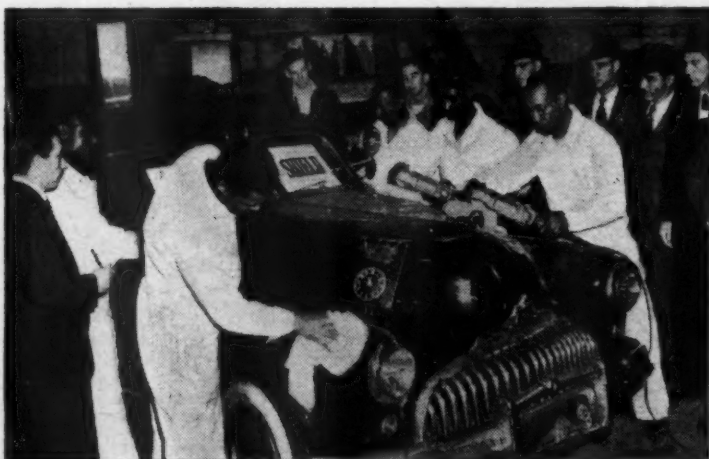
German 1000 Race. Race distance 6 laps of 14.17 miles, 85.02 miles.—1, Monopoletta (Walter Schlüter), 1h 19m 21.2s, 64.3 m.p.h.; 2, Cooper-J.A.P. (Toni Kreuzer), 1h 19m 21.4s, 64.3 m.p.h.; 3, Cooper-J.A.P. (Oskar Frank), 1h 20m 21.8s, 63.8 m.p.h. **Fastest lap:** Cooper-J.A.P. (Toni Kreuzer), 12m 47.1s, 66.5 m.p.h.

13th German Grand Prix, Formula II.—Race distance 16 laps of 14.17 miles, 226.72 miles: 1, Ferrari (Alberto Ascari), 2h 55m 0.8s, 77.67 m.p.h.; 2, Simca-Gordini (Rene Simon), 2h 57m 21.7s, 76.68 m.p.h.; 3, Simca-Gordini (Maurice Trintignant), 3h 03m 28.5s, 74.19 m.p.h.; 4, Veritas (Toni Ulmen), one lap behind; 5, Simca-Gordini (Ernest Saller), one lap behind. Also running, H.W.M. (Lance Macklin), one lap; A.F.M. (Paul Gommann), one lap; Simca-Gordini (Eymart), two laps; Jacey (Georges Berger), three laps; Cistalla-Abarth (Francisco Godia), three laps.

Fastest lap: Ferrari (Ascari), 10m 43.6s, 79.35 m.p.h.

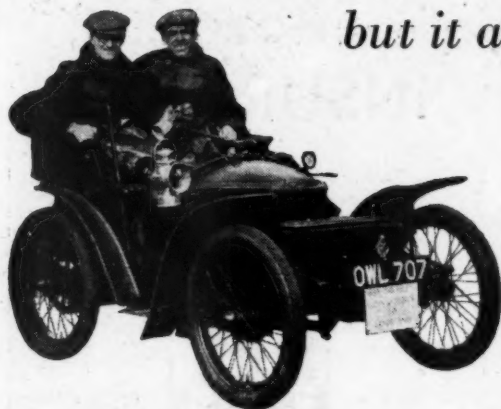
Winner's equipment included Lodge plugs and Engelbert tyres.

PROTECTING THE PROTECTION . . .

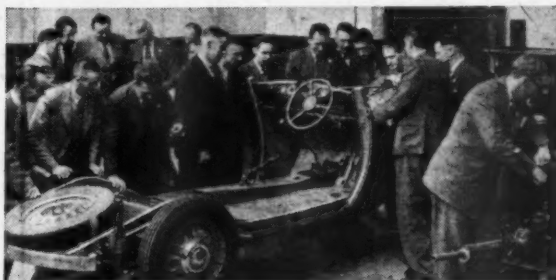


At a chain of service stations in America a protective coating for the paintwork of cars is being applied. It is said to be proof against oxidation. Called Shield Silicone, the coating is made by the Shield Process Corporation of New York.

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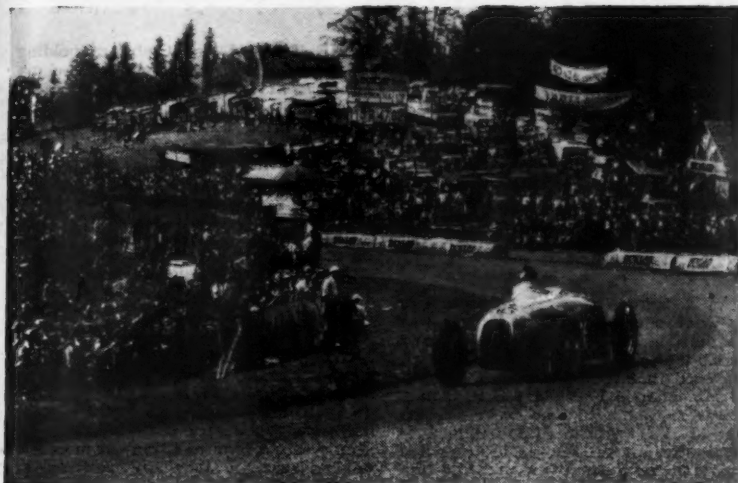
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An immense crowd watched the recent Freiburg-Schauinsland hill-climb in which (as reported last week) Fischer took second place in the 2-litre class with an H.W.M. Here is Lance Macklin in the second H.W.M., whose run was spoilt by misfiring, dropping him to seventh place.

THE SPORT

Conducted by S. C. H. DAVIS and
J. A. COOPER, A.M.I. Mech.E., M.S.A.E.

AS if the prospects of tomorrow's Silverstone meeting were not already bright enough, now comes the shattering news that none other than Tazio Nuvolari himself is going to drive in the Production Car race. He will be at the wheel of an XK 120 Jaguar, loaned to him by the manufacturers at the suggestion of the B.R.D.C., and painted Italian red in his honour.

"Nuvers," that great little man, is now within a year or so of his sixtieth birthday, and seems to have in great measure recovered from the spell of ill health which has beset him during the last few years: he is certainly the greatest driver I have ever seen, and the greatest of his generation, if not of all

time. He has driven in British races on only three previous occasions; he won the 1930 T.T. in an Alfa Romeo, the 1933 T.T. in a K3 Magnette, and the 1938 Donington Grand Prix, in an Auto Union.

Every race tomorrow should be a winner, and the complete programme, together with the quality of the entry received, reflects great credit upon the organizers, and in particular, of course, on Desmond Scannell, secretary of the B.R.D.C., on whose shoulders most of the responsibility has fallen.

Unfortunately, Raymond Mays has torn a muscle in his right arm, and may not be able to drive tomorrow; in that case his place at the wheel of the first B.R.M. will be taken by Reg Parnell.

□ □ □

THE 500 c.c. race at the same meeting should alone produce a terrific scrap between Sommer, at the wheel of the lightweight Cooper with J.A.P. engine usually driven by John Cooper, Stirling Moss, who has now followed the fashion and fitted his Cooper with a twin-cam Norton engine, Aikens' Iota and Aston's Cooper, with Triumph engines, Bottoms' J.B.S., and the Norton-engined Coopers of Dryden, Brandon, Carter and Collins. The scrap between Sommer and Moss should be well worth seeing; on this fast circuit the extra power of the Norton engine should give Stirling some advantage, but I saw Sommer drive this Cooper at Zandvoort, and would not care to predict the result.

□ □ □

THE Automobile Club of San Remo, together with many other Continental clubs, was invited to send a representative over to Silverstone to watch tomorrow's meeting, and its president, Dott. Luca Vismar, has not only

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COMING SHORTLY

AUGUST 26.—B.R.D.C. "Daily Express" International Trophy meeting, Silverstone, Northamptonshire, programme starting 10.30 a.m.

27.—Lancaster M.C. Inter-one-make-club driving tests, Overstone Solarium, near Northampton.

27.—Maloja hill-climb, Switzerland.

SEPTEMBER 2.—Brighton and Hove M.C. Speed trials, Brighton sea front, Madeira Drive, starting 10 a.m.

2.—Scottish S.C.C. Garbage hunt and driving tests, starting Autoport Garage, Millgavie, 2.30 p.m.

2.—Lancashire A.C. Davis Trophy trial, starting Five Barred Gate Hotel, Samlesbury, near Preston, at 1 p.m.

2.—Sunbaci. Race meeting, Silverstone.

2.—Wirral 100 M.C. Speed trial, Rhydymwyn.

3.—Plymouth M.C. Presidential Trophy rally, Devon.

3.—Chiltern C.C. Concours d'Elegance, High Street, Amersham, Buckinghamshire, 2.15 p.m.

3.—Citroen C.C. Rally to the Talbot Hotel, Ripley, Surrey, 12 noon, with treasure hunt during afternoon.

3.—Veteran C.C. (N.E. Section). Haul to Scarborough rally, starting Ferensway, 10 a.m.

3.—Italian Grand Prix, Monza, Italy.

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THE SPORT

continued

accepted but also has announced that he will bring with him a cup, presented by the sporting committee of the club, to be awarded to the first British driver to finish in the International Trophy race. Now, if that is not a sporting gesture of the best sort, I don't know what is; I commend it to the notice of the small, but vocal, insular minority of our motor-riding fraternity, who are always decrying anybody and anything not originating from these islands.

EVEN before Nuvolari consented to drive one, the XK 120 Jaguar was generally accepted as an extremely potent motor car; but no one has ever suggested that it would make a successful contender in Formula 1 G.P. racing. However, Biondetti, who drove his XK 120 in this year's Mille Miglia, is apparently not so sure, as he competed with it in the Pescara G.P. recently (unfortunately, he was forced to retire on the second lap), and has announced his probable intention of driving it in the Italian G.P. at Monza, which is a Very Fast Circuit. Just what he hopes to achieve by this is not altogether clear.

Lancashire A.C.—The Davis Trophy Trial, to be run on September 2, will revert this year to its pre-war style, in that it will include two distinct groups, for sports and touring cars, with two routes, to suit each section. The start for all competitors will be from the Five Barred Gate Hotel, Samesbury, near Preston, and the finish at the Strik House Hotel, Glisburn; the two routes will be about 60 miles in length, and will largely be run together with minor deviations. Regulations are obtainable from J. Taylor, Lancashire A.C., New Market Street, Blackburn.

Yorkshire S.C.C.—There will be a varied day's racing at Croft airport, Yorkshire, on September 9, when the club will run events for unsupercharged M.G. cars, Ford Ten specials, saloon, sports and racing cars. The programme will start at 2 p.m.

Chiltern C.C.—The club's third annual *concours d'elegance* will be held on September 3, once again in Amersham High Street, Amersham, Buckinghamshire. There will be classes for veteran, vintage, open, and closed cars and, in addition to the *concours*, there will be a prize of ownership competition. The event will be open to all comers. Entries to S. H. Statham, 70a Strand-on-the-Green, Chiswick, London, W.4.

Seven-Fifty M.C.—Six clubs have been invited to compete in the driving tests to be held at Redhill Aerodrome on Sunday, September 10; they are the Hants and Berks, N.W. London, Tunbridge Wells, Cerman, Horsham, and Fiat 500 clubs. Secretary of the meeting

THE Tenby Motor Club are holding another of their sprint hill-climb meetings at Lydstep on September 16, when, for the first time, racing cars of up to two litres unsupercharged will be eligible to compete. This is a very pleasant little course in a part of the country ill served with sprint venues, and should provide a very good afternoon's sport for those unable to get to Belfast for the T.T. race. Entries close on September 5. Enquiries to Major E. Molyneux, Cliff House, Saundersfoot, Pembrokeshire.

THE future of the Monte Carlo Rally British Competitors' Club is still a little uncertain, but a small band of pre-war members is still trying energetically to revive it. Major Raymond Gough, the acting honorary secretary, has recently sent a form to all former members asking them if they are actively in favour of the club's revival and, if so, whether any other well-known international events should be included in the scope of activities—the Tulip Rally, for instance, in Holland, and the Lisbon and Alpine events. J. A. C.

CLUB NEWS

will be A. W. Butler, 1, Hawkhurst Way, West Wickham, Kent.

West Essex C.C.—The Chelmsford rally and driving tests will have this year an early morning road section of about 100 miles, and five tests on the main runway at Boreham Airfield, near Chelmsford, on Sunday, September 17. The Aston Martin, East Anglian, Falcon, Herts County, M.G., North London Enthusiasts, and North West London motor clubs have been invited to compete, and the police driving school at Chelmsford are also entering. Details from G. E. Matthews, 48, Gaynes Hill Road, Woodford Bridge, Essex.

Liverpool M.C.—Regulations are now available for the Jeans Gold Cup Trial, which will start from Denbigh at 10 o'clock on the morning of October 7. The course has been chosen to enable the more standard sports car to compete favourably with the trials special, and there are classes for saloon cars. Entries close on September 23, and should be sent to Mrs. V. M. Rankin, 7, Churston Road, Childwall, Liverpool, 16. Invited clubs: Chester, Lancashire, Sheffield and Hallamshire, M.G. (N.W. Centre), Vintage, Wirral 100, and Cheshire A.C.

Cemian M.C.—On September 17 the President's Cup Trial will be held, starting from the King's Head, Holtspur, at 2 p.m., and finishing at the White Hart, Beaconsfield. It will be a closed main road trial, necessitating good map reading and time-keeping, and will include a few special tests. The course will be 45 miles long and there will be classes for open and closed cars.

IN BRIEF

Mr. O. T. Jones, B.Sc.(Eng.), M.I.Mech.E., chief automotive engineer of the Vacuum Oil Co., Ltd., this month completed thirty years of service with the company. The chairman, Mr. J. C. Gridley, and Mr. Charles Lawrie, director and general sales manager, were among the guests at a private luncheon party arranged in Mr. Jones' honour.

A lunch was given recently to celebrate five years' growth of the London section of the Swain Group, members of which include H. R. Owen, Ltd., 17, Berkeley St., W.1, and Hoffmanns of London, Ltd., Byron House, St. James's Street, S.W.1. The chairman of the group, Mr. P. F. Swain, reminded a staff audience of more than 100 that five years

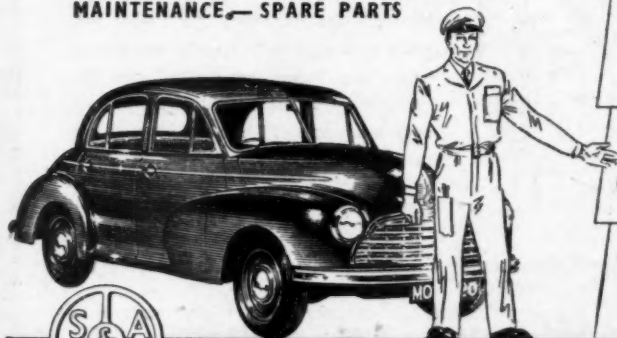
ago the London branch had only four members. Mark VI Bentleys made of sugar and a Rolls-Royce Silver Wraith sweet in candy floss were widely admired.

West Howe Motors, Ringwood Road, West Howe, Bournemouth, is the new name of the service station previously known as Palmerston Garage. The purpose of the change is to associate the concern more directly with the district which it serves. The premises have recently been considerably enlarged.

Mr. H. W. Steel, manager of the Glasgow depot of Ferodo, Ltd., has retired. He had been with the firm for nearly thirty years. The new manager is Mr. J. G. Bell, who joined Ferodo in 1928.

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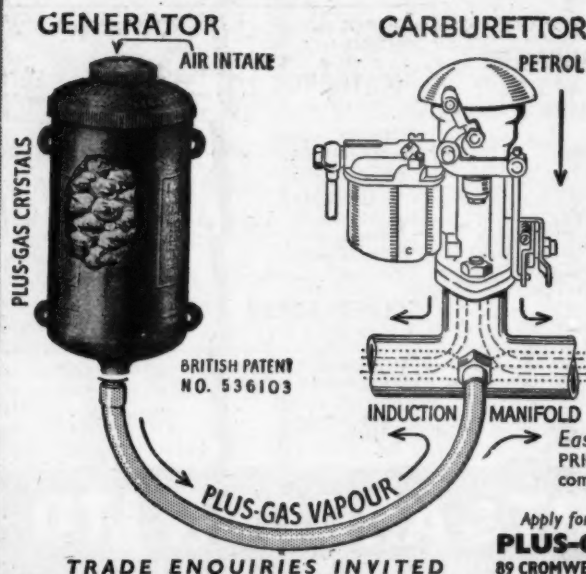
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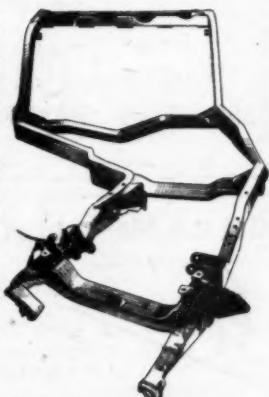
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ONE of the largest stockists in the country, and repairs carried out by Siddeley trained mechanics who are second to none

ORIGINAL Armstrong Siddeley Depot, Roseville Road, Leeds, 8. Tel. Leeds 2019. [0293]

A LARGE stock of spares for the above cars always available.—Pess & Joyce, Ltd., London distributors, Works, Hawley Crescent, Camden Town, Tel. Gul. 4141.

HENLAYS Ltd., Cheetham Hill Rd., Manchester, 8. We have large stocks of spares; reconditioning of cars and pre-selector gear boxes undertaken.—Tel. Deansgate 6216. [0602]

CENTRAL GARAGE, Croydon, distributors for Armstrong Siddeley cars; sales, spares and servicing, complete overhauls, mechanical or coachwork.—Central Garage, Tel. Croydon 7454. [1999]

ASTON MARTIN

BROOKLANDS.

ASTON MARTIN distributors for London.

CATALOGUES and details of new 2.6-litre available.

1949 2-litre racing saloon, actual car entered and raced at Spa and Le Mans, 1949, completely overhauled by masters, repolished and recoloured. British racing green, carrying makers' guarantee.

103. New Bond St., W.1. Tel. Mayfair 8351/8. [5604]

ASTON MARTIN 1937 2-litre 4-seater tourer, excellent condition, taxed Dec. 2475.—J. Lott, Fairview, Lymington, Folkestone. Tel. Lymington 7322. [6076]

1934 excellent appearance and performance.—Thompson-Doxey, Ltd., Sefton St., Southampton. Tel. 3956. [0304]

295 4-seater, dark green, green leather, cycle-type wings, outside exhaust, remote control, large instruments, etc.; terms, exchanges.—Rowland Smith, below. [0304]

595 4-seater, 1938 model, 15/98 short chassis 2/4-seater, cream, red wheels, maroon leather, large instruments, outside exhaust, rebored, good tyres, very carefully maintained (exceptional condition); terms, exchanges, list open 5-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [5906]

ASTON Martin Cars Wanted for cash; full details.—Priory Motors Ltd., Old Windsor, Windsor 1100. [0304]

ROWLAND SMITH'S, the Aston Martin buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. [0304]

ASTON Martin Spares and Service

SOLE suppliers of spares for all Aston Martin cars produced up to 1940, specialised servicing facilities: 2-litre reconditioned, 1938 model, 15/98 short chassis 2/4-seater, cream, red wheels, maroon leather, large instruments, outside exhaust, rebored, good tyres, very carefully maintained (exceptional condition); terms, exchanges, list open 5-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [5906]

1938 Austin 7 excellent condition throughout; N.W.3. Primrose 1127. [5419]

G. J. SHAFER & Co., Ltd., offer 1938 Austin 7, good condition; £235.—120/132, Cricklewood Lane, London, N.W.2. Gladstone 3311. [5562]

1938 Austin 7, original blue paint with blue upholstery, de luxe model; taxed quarter, very nice mechanically, fitted good tyres all round; £265.—Primrose Motors, Colindale Rd., S.W.15. Tel. Putney 8667. [6119]

2295 Austin 7hp saloon de luxe, January, 1939, in very immaculate condition throughout, finished in original black cellulose with spotless leather interior; two owners only and one of the most genuine little Austins it has ever been our pleasure to handle; offered with a three months' written guarantee by—Camden Motors, Lake St., Leighton Buzzard, Beds. Tel. 2041/2/3; easy and confidential hire purchase facilities; part-exchange; free delivery; write for our 18-page post-free stock list. [5849]

ROWLAND SMITH'S, the Austin 7 buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. [0304]

RAYMOND WAY, the hire-purchase specialists, are still buying Austin 7, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 (10 lines). [5132]

AUSTIN EIGHT

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [5778]

1947 Austin 8hp saloon, colour green, 4-door, sliding roof, brown leather upholstery, taxed end of year. [5778]

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [5778]

CAR MART, Ltd., LONDON distributors.

AUSTIN 8 1946 saloon, 11,000 miles; £595.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [5639]

HAROLD RADFORD & Co., Ltd.

1946 Austin 8 saloon, finished in black with brown leather upholstery, 21,000 miles.

HAROLD RADFORD & Co., Ltd., 125, St. Martin's Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines).

H. A. SAUNDERS, Ltd., offer:—

1947 Austin 8 saloon, black, with brown leather upholstery, 15,000 miles; £585.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley, (100 yds north of Tally Ho Corner), Hillside 0024. [5521]

COLINDALE SERVICE STATION offers:—

1940 Austin 8, very good condition; £385.—155, 157 and 159, Edgware Rd., N.W.9. Tel. Colindale 6122. [4913]

1940 Austin 8 4-door saloon, black with brown interior, nice runner; £375.

MAGDALEN MOTORS, 311, Trinity Rd., S.W.18. Tel. Bal. 5573. [5885]

CATERHOUSE offer 1947 (June) Austin 8 4-door saloon, 14,000 miles, one owner; £625.

CATERHOUSE MOTORS Ltd., Highgate Village, London, N.6. Mountview 4444. [9157]

1948 (Sept.) Austin 8 saloon; £595.—Lawson Goodman, 36, North Audley St., W.1. Mayfair 3360. [2692]

1939 Austin 8 2-door saloon, polychromatic finish, green with brown interior, splendid runner; £365.

MAGDALEN MOTORS, 311, Trinity Rd., S.W.18. Tel. Bal. 5573. [5886]

1946 Austin 8, first-class condition throughout; £525.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [6120]

1939 Austin 8 sunshine saloon, in immaculate condition; £335.—Broadway Motors, 67, High St., Hounslow, Tel. 0175. [5774]

1940 Austin 8 saloon, immaculate condition, all new, very nice runner; 36000.

DOUGLAS CAR SALES, 24, Dorset Rd., West Green Rd., Tottenham, London, N.15. Stamford Hill 7352.

1939 Austin 8 4-door, good condition; £245.—Albemarle Motors, Ltd., Crown Garage, Albany St., (adj. Barracks), N.W.1. Tel. Euston 6507 and 1520. [5773]

Austin Eight Cars Wanted

THE CAR MART, Ltd., London distributors, wish to purchase Austin 8 cars.—297, Euston Rd., N.W.1. Euston 1212. [0952]

ROWLAND SMITH'S the Austin 8 buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. [0304]

POST-WAR Austin 8 required, cash payment.—Mortley, 59, Streatham Hill, S.W.2. Tel. Hill 4483.

CASH buyers of low mileage Austin 8; distance no object.—Hattens Lord St., Southampton. Tel. 2268. [0784]

RAYMOND WAY, the hire-purchase specialists, are still buying Austin 8, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 (10 lines). [5133]

AUSTIN TEN

CAR MART, Ltd., LONDON distributors.

AUSTIN 10 1947 saloon, 5,000 miles; £795.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [5641]

J. CORYTON, Ltd.

AUSTIN 10, registered 1948, 22,000 mls., exceptional condition; £695.

139 149, Fulham Rd., South Kensington, Ken. 1410. [5175]

1937 Austin 10 saloon; £325.—Kings Motors, High St., Hounslow, Tel. 3532. [4904]

£650 1946 Austin 10 de luxe saloon, black, low mileage, one careful owner, as new.

MCKIN & HARRISON, Ltd., 492-6, High Rd., Chiswick, W.4. Tel. Chis. 0558/2619. [5978]

1939 Austin 10 saloon, bodywork in splendid condition, first-class mechanical condition; radio; £450.

FERRARIS OF CRICKLEWOOD, Ltd., 300-220, Cricklewood Broadway, N.W.2. Glia 2234. [6126]

1940 Austin 10, very good condition; £400.—Barnes Garages, 315, Finchley Rd., London, N.W.3. Hampstead 2221. Mal. 1827. [7219]

1938 Austin 10 saloon, maroon, in very good condition throughout; £385.—Wembley Court Motors, High Rd., Wembley, Arnold 5221-2. [5416]

1935 Austin 10 saloon, two owners only, really immaculate condition; £205.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [5689]

1939 Austin 10 saloon, black, in excellent condition throughout; any trial, bargain; £375.

Wembley Court Motors, High Rd., Wembley, Arnold 5221-2. [5473]

1946 Austin 10 saloon de luxe, one owner, £1,000 with brown leather upholstery, exceptionally low mileage for age of car, genuine bargain; £575; 3 months' guarantee.

LEWIS MOTORS, Ltd., Lewisham Bridge, S.E.13. Lee Green 0254. [5888]

ROSE & YOUNG, Ltd., offer 1938 Austin 10 saloon, black, mileage 12,000; £550.—55-59, Starnhill Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station), Tulse Hill 6464. [5865]

1947 Austin 10 de luxe saloon, blue, brown leather, 12,000 miles only, as new throughout; £715; trade enquiries welcomed.—J. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821-2. [5989]

1947 (Feb.) Austin 10hp de luxe saloon, black, brown leather, 15,000 mls., perfect; £695.—Gibson Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [5839]

1936 Austin 10hp Lichfield saloon, in excellent original condition throughout, taxed December; £245; part exchange.—Hermitt Coachworks, 3, Murray News, Murray St., N.W.1. Hendon 8954 (evenings). [5741]

NAYLOR & ROOT, Ltd.—1941 Austin 10 saloon, black, red hide upholstery, well-maintained, good tyres; £450. Three more, guarantee, choice of 250 quality cars; demonstrations free within 100 miles; terms available.—25, East Hill, Clapham Junction, S.W.18. Batt. 5272. Open 9-6 each week-day including Saturday.

Austin Ten Cars Wanted

THE CAR MART, Ltd., London distributors, wish to purchase Austin 10 cars.—297, Euston Rd., N.W.1. Euston 1212. [0953]

I REQUIRE post-war Austin 10 urgently.—30, Ryecroft Rd., S.W.16. Tel. Hill 1123. [5775]

AUSTIN 10, 1936 or later.—Gordon Wooderson, 48, Drested Rd., S.W.16. Streatham 8638. [2739]

BRIDGE MOTORS require all models Austin 10.—Church St., Richmond, Tel. 2362. [5002]

ROWLAND SMITH'S, the Austin 10 buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. [0304]

CASH buyers of low mileage Austin 10s; distance no object.—Hattens Lord St., Southampton. Tel. 2268. [0785]

1939—1949 Austin 10 saloon urgently required.—Richard France, Ltd., 254, High Rd., Tottenham, N.15. Sta. 2232 and 0464. [4917]

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Austin 10s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 (10 lines). [5840]

MAGDALEN MOTORS wish to purchase 1939-40 Austin 10s in super condition, and are prepared to pay the prices such cars demand.—Magdalen Motors, 311, Trinity Rd., S.W.18. Tel. Bal. 5573. [5886]

AUSTIN A40

CAR MART, Ltd., LONDON distributors.

AUSTIN A40 1949 Devon saloon, radio, heater, 6,000 miles; £920.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [5640]

NEWNHAMS, Ltd.

1949 Austin A40 saloon, blue, low mileage.

NEWNHAM House, 235-7-9, Hammermith Rd., London, W.6. Riverside 4646. [1275]

OVERSEAS CARS, Ltd.

1949 Austin A40 Devon saloon, mist green, sun roof, radio and heater, 9,000 miles; £875.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [5793]

SIMPSON'S MOTORS offer:—

1948 Austin A40 4-door sun roof, 1,600 miles; £790.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialist), Wembley 3903. [4295]

PHILIP RICKARDS, Ltd., offer:—

1949 Austin A40 Devon saloon, 8,000 miles, grey, radio and heater.—4, Brick Street, Park Lane, W.1. Grosvenor 4772/3. [4780]

PHILIP RICKARDS, Ltd., offer:—

1948 Austin A40 Dorset saloon, 11,000 miles, green, perfect condition.—4, Brick Street, Park Lane, W.1. Grosvenor 4772/3. [4770]

WADDINGTON MOTORS, Ltd., offer:—

1948 (October) Austin A40 Dorset saloon, H.M.V. radio, taxed for year, perfect condition; £795.—Fortune Green Rd., W.8. Ham. 5211. [5344]

KENTISH & THOMSON, Ltd., offer:—

1949 Austin A40, choice of two, both low mileage, one black, other mist green; £865.

KENTISH & THOMSON, Ltd., 564-566, Wickham Rd., Shirley, Croydon, Springpark 3477-8. [5927]

1948 (Dec.) Austin A40 Devon, unmarked.—Below.

1948 (Dec.) Austin A40 Dorset, unmarked.

EXCHANGES, terms.—Swannore Garage, 1178, Christchurch Rd., Boscombe, Tel. Southbourne 1120. [6112]

1948 Austin Devon saloon, mist green, fitted heater, low mileage; £815.

THE PANTILES SERVICE GARAGE, London Rd., Guildford 5328. [5316]

1949 Austin A40 Devon, 8,500 miles; £857.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [5689]

1949 Devon saloon, black, sun roof, heater, 8,500 miles; £870.—Austin House, 144, Golders Green Rd., N.W.11. Speedwell 0011. [6024]

1948 Austin A40s, Devon and Dorset, available; choice of 3; trade supplied.

Allery & Bernard, Ltd., 372, Kings Rd., S.W.3. Fla. 7345. [5539]

1949 (July) Austin A40 black Devon saloon, leather upholstery, radio and heater fitted, 8,000 miles, perfect condition, owner driven; nearest offer £900.—Blackett, 47, Market Place, Andover. Tel. 2424. [5621]

£845 1-1949 Austin A40 Devon 4-door saloon de luxe, finished black with fawn leather, carefully used and scrupulously maintained by one owner, very small mileage, heater, etc.—Camden Motors, Lake St., Leighton Buzzard, Beds. Tel. 2041/2/3; easy and confidential hire purchase facilities, part-exchange, free delivery; write for our 18-page post-free stock list. [5850]

Austin A40 Cars Wanted

THE CAR MART, Ltd.

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 297, Euston

ROAD, London, N.W.1.

TELEPHONE: Euston 1212. [0957]

D.C.S.

DICKS CAR SALES, Ltd.

THE Austin A40 buyers.

DICKS CAR SALES, 355-401, High Rd., Kilburn, N.W.6. Maids Vale 6888-9. [5724]

WANTED.—Austin A40, saloon, small mileage.—Stiles, 153, Billing Rd., Northampton 2264. [6039]

A40 car wanted.—Mac, 12, Brambledown Rd., Wallington, Surrey. Wallington 6397. [1092]

SELL your A40 to us; all Austin models urgently wanted.—Oxford, 67, George St., W.1. Wel. 6899.

ROWLAND SMITH'S, the Austin A40 buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. [0304]

CASH buyers of low mileage Austin A40s; distance no object.—Hattens Lord St., Southampton. Tel. 2268. [0786]

AUSTIN A40 required.—Coley Motors (American automobile specialists), 473, Cranbrook Rd., Iford, Essex, Tel. Valentine 1066. [5933]

CASH offer given immediately on sight for Austin A40 saloons, 1949, low mileage.—M.B. Motors, 336, New Cross Rd., London, E.14. Tideway 7779. [4195]

AUSTIN A40 cars wanted.—Motourists (London).

A Ltd., are immediate cash buyers of A40s and 10hp saloons.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [6392]

AUSTIN TWELVE

CAR MART, Ltd., LONDON distributors.

AUSTIN 12 1947 saloon, 6 months' guarantee; £835.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [5642]

DICKS CAR SALES offer:—

1936 Austin 12 saloon, very good order, end of season bargain; £245.

DICKS CAR SALES, Ltd. 395-401, High Rd., Kilburn, N.W.6. Maids Vale 6888-9. [5724]

1939 Austin 12 saloon, very sound; £375.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [5688]

C. G. NORMAN & Co.

AUTHORISED Austin dealers.

A SPARE parts and components in stock.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 7611-4.

A USTIN 7 spares, any year, any part, largest stockists in U.K.; exchange units.—Try Northwood's first, 45-47, Newington Causeway, S.E.1. Hop 2832 2820.

T P 16's Austin spares, try Sands, the Austin People, Burnham, Bucks 84. (0305)

T OR Austin mudguards, running boards, 1931-35.—Brooks, 85, Queens Rd., Brighton. (0362)

B ARKERS MOTORS (LONDON), Ltd. Tel. Balham 6666 for Austin spares, sales and service.—209, Balham High Rd., S.W.17. (0204)

P RESECTOR gear box service: spare parts supplied; recommended specialists.—H & A Engineering, 35, Grant Rd., Addiscombe, Croydon, Surrey. (0779)

R OCKHURST GARAGE.—Harrow agents for Austin; sales, service, spares, reconditioned units.—Dixbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. (0203)

A USTIN 7 owners.—Take advantage of our comprehensive stock of spare parts and replacement units; price list on application.—Fairley's, Austin Seven specialists, John St., Sheffield, 2. Tel. 22876. (0285)

W ITHAM'S offer replacement parts for Austin 7 at very keen prices; everything in stock; exchange units; write us first and save time and money.—Witham's Motors, Ltd., 18, Balham Hill, S.W.12. Battersea 3280/3789. (0615)

A USTIN spares.—Largest stockists in South London for Austin car and commercial vehicle parts; new and replacement units from stock; free delivery many areas.—Wimbledon Motor Works, Ltd., 29, High St., S.W.19. Wilm. 0123. (0414)

D RYNN & STEVENS, Ltd., the South London Austin depot, full range of parts and units in stock; exchange engines, rear axles, pumps, clutches, carburetors, brake shoes and electrical units from stock; repairs and service to Austins exclusively.—57, Acre Lane, S.W.2 Brixton 1155. (0184)

BENTLEY (3½ & 4½-litre)

C AR MART, Ltd.,

B ENTLEY 4½-litre 1936 razor-edge sports saloon by H. J. Mulliner, gear 13,000 miles; £4,750.

B ENTLEY 4½-litre 1947 (Dec.) razor-edge sports saloon by H. J. Mulliner, 8,000 miles; £4,475.

C AR MART, Ltd., 150, Park Lane, W.1. Grosvenor 5434. (5646)

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JACK BARCLAY, LIMITED.

L ARGEST Official Retailers of Rolls-Royce and Bentley. Stock list of used models on request to 12-13, St. George's St., Hanover Sq., London, W.1. Tel. Mayfair 7444. (0067)

H AROLD RADFORD & Co., Ltd.

I NVITE you to call and inspect their unique selection of Bentley cars.

1949 (April) Bentley Mark VI, chassis B376DA, fitted with Countryman Town and Country saloon body with folding rear seats, finished in natural polished mahogany and grey cellulose, with blue leather upholstery, mileage 9,000 only.

1947 Bentley Mark VI standard steel sports saloon, finished in black with grey leather upholstery, total mileage 42,000, one owner.

H AROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines).

G UY SALMON AUTOMOBILES, Ltd., offer:—

1948 (November) Bentley Mark VI saloon, genuine 23,000 miles, one owner; £3,500.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (5918)

L ARGE stock of 3½-4½ Bentley cars for disposal.

R OWEN, Ltd., 17, Berkeley St., W.1. Mayfair 8000 (10 lines). (0096)

F OX, officially appointed retailers of Rolls-Royce and Bentley cars.

1938 December 4½-litre overdrive Bentley Van, beige leather upholstery, superb condition, available immediately.

H A. FOX & Co., Ltd., 3/5, Burlington Gdns., London, W.1. (5571)

C HARLES FOLLETT, Ltd., Accredited Bentley and Rolls-Royce retailers and repairers offer:—

1948 Bentley Mk. VI all-steel saloon, black, brown leather, 22,000 miles, condition equal to new; £3,500.

18 Berkeley St., W.1. May. 6266.

S ERVICE, Works and Stores, 12, Wellesley Ave., W.8. Riv. 1413. (6050)

B ENTLEY Mk. VI standard black saloon, Sept. 1948, 8,000 miles, leather upholstery, 8,000 miles, taxed year; privately owned, chauffeur kept.—Box 6138. (6067)

1949 (May) Bentley Mark VI standard steel saloon, dark blue 10,000 miles.—Ernest Sutton, Cleve Hill 95 (Cheltenham). (Trade enquiries only please.) (5671)

4½ Bentley (registered October 1938) Park Ward saloon, black with beige upholstery, radio, excellent condition, price £1,750.—The Jones Motor House, Market Drayton, Shropshire. (5446)

R OLLS-BENTLEY 3½-litre 4-door saloon, in excellent order, beautifully maintained, 3 owners, taxed year; 1950.—Frank Dale, 66, Princes Gate Mews, Exhibition Rd., S.W.7. Kensington 6880. (8151)

1936 (November) 4½-litre Bentley 4-door Thrupp & Maberly sunline saloon, radio, very attractive, excellent condition.—Lionel H. Pugh, 13-16, Brooks Mews, W.1. Mayfair 4433. (4490)

M ARK VI standard Bentley saloon, finished mistletoe green with brown leather upholstery, 22,000 miles, first advertisement December 1948.—Wards, of Putney, 79, West Hill, S.W.15. Vandyke 1533. (5013)

1937 4½ Bentley Park Ward sports saloon, H.M.V. radio, discs, taxed year, cylinder block re-around, completely resprayed black, excellent condition having recently had over £400 spent on the car; £1,575.—R. S. Mead, 42, Queen St., Maidenhead. Tel. 2642. (5756)

1936 3½-litre Bentley sports saloon by Park Ward, in beautiful condition, black, blue interior, engine completely overhauled and vetted by Bentley, taxed for year; £1,275.—Gibson, "Treetops," Baldwin's Hill, Loughborough, Essex. Phone evenings after 7 o'clock. Loughborough 724. (5953)

1937 (December) 4½-litre Bentley sports saloon by Arthur Mulliner, black and yellow, with natural leather; this car was stored during the war; the condition being immaculate as one would expect, and the mileage recorded 50,000 is therefore probably correct; opportunity for anyone requiring what must be one of the most outstanding pre-war Bentleys on the road; £1,775, or near offer.—Lister, 241, Milton Rd., Cambridge. (6084)

BENTLEY (other than 3½ & 4½-litre)

P ERFORMANCE CARS (Ham. 3707).—See our main advertisement in Sports Cars column. (7909)

S PEED Six short chassis Bentley, open body, whole in very sound condition all through; £2,750.—Bentley Caravans, Priory Bridge Rd., Taunton. (5565)

B ENTLEY 3-litre 1924 Blue Label tourer, one previous owner only, brakes relined, magneto overhauled, good tyres, tonneau cover; £200 or offer.—Box 6108. (6086)

P RIVATE, good home wanted for 1926 3-litre Red Label Bentley, green open v.d.p. body as standard, whole car excellent condition, engine LM1344, chassis LM1336; engine and chassis completely reconditioned, 1,500 miles ago, bills shown, 5 new tyres, nearly new battery, brakes relined, drums skinned, overall tonneau cover; instruction book and history available; sound reason for disposal; £375.—Box 6112. (6086)

4½ short chassis speed model, 4-str. Bentley, crank flywheel, new mains bored in line, new big ends, ground, lightened, seats recut, brake drums ground, shoes relined, the rare D gear-box, special lamps, re-cellulosed, red hide, new tyres, new super quality hood, a. over tonneau and hood envelope, very high oil pressure, a really thrifty specimen with the authentic bellows.—Speedsters, Ltd., Great Oak Lane, Salford, N. Redhill, Surrey, Horley 628. (5043)

Bentley Cars Wanted

C THE CAR MART, Ltd., wish to purchase Bentley cars.—320, Euston Rd., N.W.1. Euston 1212. (0558)

T S G

O UR demand is urgent.

O WNS who have Bentley cars for disposal are invited to communicate with the Swain Group of Companies, London offices: H. R. Owen, Ltd., 17, Berkeley St., W.1. Mayfair 7444. (0067)

H OFFMANN'S GARAGE, Ltd., Huddersfield Rd., Halifax. Yorks. Tel. Halifax 5944. (0515)

BENTLEY

C AR specialist for over 20 years wishes to purchase pre- or post-war Bentleys in good condition; urgently wanted 1946-7-8 Mark VI standard saloons. R. S. MEAD, 42, Queen St., Maidenhead. Tel. 2642. (5956)

D ICKS CAR SALES, Ltd.

T HE Bentley buyers.

D ICKS CAR SALES, 395-401, High Rd., Kilburn, N.W.6. Maids Vale 6888-9. (5723)

J MARSHALL.

W ANTED, Bentley 3½- and 4½-litre, all types of coachwork, any condition; immediate cash settlement.

J MARSHALL, 969, Ct. Albans Rd., Watford. Tel. Garston 2369. (4987)

B ENTLEY 4½ saloon or drop head; lowest price.—Sa. Kenilworth Court, Hasley Rd., E'ham, 16-war.

R OWLAND SMITH'S, the Bentley buyers.—Hamstead High St. (Hamstead Tube), Horn. 6041.

C ENTRAL GARAGE, Croydon, wish to purchase any Bentley cars in first class condition, particularly 4½-litre Bentley cars.—Central Garage, Croydon, Tel. Cro. 7464. (9318)

P RIVATE buyer requires to purchase, pre-war 3½ or 4½-litre Bentley saloon in good condition at reasonable price.—Box 6035. (5504)

R C. WIMBUSH, Ltd., are desirous of purchasing Bentley cars in first class condition, particularly post-war Mark VI saloon.

312 Earls Court Rd., London, S.W.5. Preliminary 4501-2.

W ANTED for personal use, post-war Bentley 1947/48 Mark VI standard steel saloon, will pay £3,750 immediate cash settlement.—Box 6107. (5759)

W Bentley cars complete or otherwise.—Compton, 69, West St., Crystal Palace, S.E.19. Liv. 3362. (7456)

B ENTLEY 1935/8 3½-litre saloon registered privately, only those in first class condition able to pass a test considered; full details.—BM/SOLG, W.C.1.

R IPPON BROS., Ltd., the Northern Bentley specialists, retail dealers and repairers, wish to buy small mileage Mark VI Bentleys.—Huddersfield 6340 (5 lines). (0907)

J ACK CROOKING, Ltd., 8-10, North Audley St., W.1. Official Bentley and Rolls-Royce retailers are interested in the purchase of Bentley cars in first-class condition. Mayfair 5242. (0813)

C HARLES FOLLETT, Ltd.—Officially appointed retail dealers and repairers, buy good late cars.—18, Berkeley St., W.1. May. 6266. Service, works and stores, 12, Wellesley Ave., W.8. Riv. 1413. (8363)

S PARES and Service

J ACK BARCLAY, Ltd.

L ARGEST official retailers and repairers of Bentley cars servicing or complete overhauls, mechanical or coachwork. Large stocks of spares for all types.

W ORKS.—Lombard Rd., Morden Rd. Merton, S.W.18. Liberty 7222 (8 lines). (0624)

W M. COOPER, Ltd., Catherine St., St. Albans 4343. (5634)

S PARES and service.—The only officially appointed of Hertfordshire.

C HARLES FOLLETT, Ltd.—Officially appointed retail dealers and repairers.

S HOWROOMS.—18, Berkeley St., W.1. May. 6266.

S PARE parts.

S ERVICE.—12, Wellesley Ave., W.6. Riv. 1413.

C ENTRAL GARAGE, Croydon, specialists for all Bentley and Rolls-Royce models, servicing, complete overhauls, mechanical or coachwork.—Central Garage, Tel. Cro. 7464. (1996)

1938 B.M.W. model 2-door saloon, finished black and cream, in splendid condition throughout; £525; exchanges, deferred terms.—John S. Truscott, Ltd., 175, Westbourne Grove, W.11. Bay. 4274. (5634)

B.M.W. Cars Wanted

D ICKS CAR SALES, Ltd.

T HE B.M.W. buyers.

D ICKS CAR SALES, 395-401, High Rd., Kilburn, N.W.6. Maids Vale 6888-9. (5723)

B RISTOL

U M Ltd.

U NIVERSITY MOTORS, Ltd.—Joint Distributors. London, Home and Eastern Counties; also Berks, Beds and Bucks.

U NIVERSITY MOTORS, Ltd. Stratton House, 80, Piccadilly, W.1. Gro. 4141. (0164)

A F.N. Ltd., offer:—

1949 (July) Bristol 400, maroon-metallicchrome, one owner, mileage 6,000.

1948 (June) Bristol 400, metallic green, engine fitted Solex carburetors and sports camshaft, and has just been overhauled by manufacturers. Full particulars on request.

F ALCON Works, London Rd., Isleworth. Hounslow 0011. (3343)

K EVILL, DAVIES & MARCH, Ltd.

O FFICIAL Bristol retailers.

41 —42, Hay's Mews, Berkeley Sq., W.1. Gro. 2563. (0296)

C HARLES CRUICKSHANK MOTORS, The Centre, Bristol. Tel. 25280.—Distributors in the West for Bristol cars. Details and catalogues on request. (0490)

S COTLAND and Northern England; consult the enthusiasts.—James H. Galt, Ltd., The Distributors, 52, Woodlands Rd., Glasgow, G.3. Tel. Douglas 7596.

B RISTOL, all models including type 401 4-seater on view, also Bristol type 400 saloon; used models available at advantages of dealing with leading distributors will be obvious.

1949 type 400, mileage 10,000, immaculate, supplied and maintained by car.

1948 (Oct.) Bristol type 400 saloon, metallic green, 15,000, one owner, recently checked by manufacturer, taxed December; £1,750.—Box 614. (8153)

CROYDON.—Donald Vince & Co., Ltd., Daimler and Lanchester specialists for sales and service.—Ed-
derminster Rd., Croydon 5775. (1068)
SPECIALISED Daimler gear box service; all types
quick deliveries, guaranteed work, spare parts sup-
plied.—H. & A. Engineering, 55, Grant Rd., Croydon
Surrey. Addiscombe 2931. (1045)
Daimler and Lanchester spares.—Large stock of
spares for most models; specialists in spare unit,
pumps, etc., for the Daimler sleeve valve series.—Allen,
Victoria Bisc. Clapham, S.W.4. Macaulay 4199 and 4874.

CHIPSTEAD MOTORS, Ltd. See under Sports Cars.
advert. No. 3589.

DELAGE
DELAGE D 6.75 1939 sports saloon, condition and
appearance excellent; £775 or offer.—Evan Cooks
Jaraes, 72, Queens Rd., S.E.15. (1992)

DELAGE spares and service
SELBORNE (MAYFAIR), Ltd. (Incorporating Sel-
borne Motors, Ltd., established 1926).
RAPID repairs and parts for Delage.

SOLE concessionaires for Great Britain, etc.

HEAD Office: 62, Park St., W.1. (16493)
WE buy, sell and repair Delages.—Mariborough
Garage, Abbey Rd., St. John's Wood N.W.8. (10995)
1267.

Delage Spares and Service
SELBORNE (MAYFAIR), Ltd. (Incorporating Selborne
Motors, Ltd., established 1926).
SOLE concessionaires for the famous Delage cars.

U.S.A. and other overseas enquiries invited.

HEAD Office: Regional House, 62, Park St., W.1. (14007)

D.K.W.

1938 D.K.W. 4-seater cabriolet. Immaculate con-
dition, reconditioned throughout, tyres new.
—Moreton Garages, 61, Albert Embankment, S.E.11.
Belliance 4014. (1971)

1938 D.K.W. Master cabriolet. recent engine, re-
haul, amazing performance, £195; taxed
year.—Smiths Car Sales, 70 & 72, Balham High Rd.,
S.W.12. Tel. Balista 2127. (10192)

B. & M. GARAGES, Ltd., for super reconditioned
D.K.W. cars and guaranteed spares; brand new
crankshafts at £50/10; sleeved cylinder blocks, £10/10;
hold items on credit basis; best value packing, etc.; repairs
and overhauls our speciality.—B. & M. Garages, Ltd.,
12a, St. Michael's St., W.2. Paddington 6877. (10016)

NEW big-ends and mains fitted to D.K.W. crankshafts.

F. SMITH & Co. 83-85, St. John's Hill, Clapham
Junction. Bat. 3871. (10056)

Dodge Spares and Service

—Church Road Engineering Co., Ltd., Dodge Dis-
tributors, Hadleigh, Essex. Tel. 58474/57127. (10192)

DODGE spares, repairs, spares, exchange engine
service.—L. A. Mitchell (Motors), Ltd., 1, Balham
High Rd., London, S.W.12. Tel. Balham 2234. (10362)

FIAT

DICKS CAR SALES offer:

1939 Fiat drop head coupe, carefully used, ex-
cellent runner, £275.

DICKS CAR SALES, Ltd. 385-401, High Rd., Kilburn,
N.W.6. Maids Vale 6888-9. (12223)

RAYMOND WAY, the hire-purchase specialists.

RAYMOND WAY (Seven Kings Branch) offer:

2999 gns.—1937 Fiat 1.500cc 4-door 4-light touring
saloon, finished in polychromatic grey and red
with red leather interior, all decorative parts just re-
chromed, 5 new tyres, spot lamps and many other
extras, 100% condition throughout.

RAYMOND WAY, East London Branch. 773, High
Rd., Seven Kings, Essex. Seven Kings 4066. (16132)

500cc Fiat for sale, resprayed, new conditioned en-
gine, receipts for inspection; £280 or offer.—
Box 5965. (15628)

1939 1100 Fiat 4-door pillarless saloon, colour
grey, exceptional condition; £375.—Working
Motors, Wembley Hill, W.1. (10136)

MAYFAIR GARAGES, Ltd., hold a comprehensive

selection of Fiat 500 Topoline with various bodies,
convertible coupes, 4-seater saloons, 4½-cwt vans, fixed
head coupes.—Richard France, Ltd., 254, High
Rd., Tottenham, N.15. St. 2232 and 0464. (4915)

MAYFAIR GARAGES, Ltd., aim to offer a selection

of Fiat cars at prices carefully graded to condition
and year all with 3 months' guarantee.—Below.

MAYFAIR GARAGES, Ltd.—Descriptive price list and
illustrated specification and particulars of hire
purchase on request.—Below.

MAYFAIR GARAGES, Ltd., hold all Fiat 500 service
exchange reconditioned assemblies.—Below.

MAYFAIR GARAGES, Ltd.—Fiat repairs, service and
renovations.—Balderton St. (opp. Selfridges' clock),
Mayfair, W.1. Mayfair 5104-5. Open 9-6. Sats
9-1. (5595)

£195—1937 Fiat 500 drop head coupe, Burton-
wood second engine, blue, blue hide in-
terior, a genuine motor car.—Bray Motors, 180-184, West
End Lane, N.W.6. Hampstead 6490. (16160)

Fiat Cars Wanted

ROWLAND SMITH'S, the Fiat buyers.—Hampstead
Hill St. (Hampstead Tube), Ham. 6041. (10933)

MAYFAIR GARAGES, Ltd., Balderton St. (opposite
Selfridges), W.1. Mayfair 5104. Particularly
want 500s, 1100s and 1500s for cash. Phone or write
for buyer to call. (7448)

Fiat Spares and Service

FIAT 500cc genuine Fiat spares. reconditioned engines,
gear boxes, starters, dynamos, etc., guaranteed
repairs.—S. & S. Motors, 165a, Westbourne Grove, W.11.
Tel. Bay. 1645. (10136)

FIAT (ENGLAND), Ltd., Water Rd., Wembley, sole
licensees for the United Kingdom, are only source of
genuine Fiat spares and service.—Tel. Perivale 5651.
Grants: Fiat, Wembley. (10609)

B.D.J. (ENGLAND), Ltd., offer exchange engines.

B fitted same day, own engines reconditioned 7-10
days; new and used engine chassis and body parts.—
65, Lowlands Rd., Harrow. Byr. 1818. (10325)

FIAT 500, 1100 and 1500. full range of spares, recon-
ditioned engines, gear boxes, suspensions, dynamos,
starters, radiators in exchange; spare wheel covers,
luggage carriers, supercharger sets, Metric spanners;
complete servicing all models.—Derrington, 159 London
Rd., Kingston 5621-2. (7363)

FORD (8 h.p.)

W HAROLD PERRY, Ltd., Invicta Works, 279, Ballards
Lane, North Finchley, N.12. Tel. Hillside 4444.

1949 Ford Anglia saloon, mileage 13,000, beige and
red rexine upholstery; £575.

W HAROLD PERRY, Ltd., Invicta Works, 279, Ballards
Lane, North Finchley, N.12. Tel. Hillside 4444.

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red rexine upholstery; £575.

H. A. SAUNDERS, Ltd., offer:

1949 Ford Prefect saloon, green, with brown
leather upholstery, 3,000 miles, £745.

H. A. SAUNDERS, Ltd., Austin House, High Rd.,
North Finchley, 100 yds north of Tally Ho
Corner, Hillside 0024. (508)

DAGENHAM MOTORS, Ltd., Ford main dealers.

1949 Ford Prefect saloon, black/cloth, 5,000 miles

1949 Ford Prefect saloon, green/brown hide

1949 Ford Prefect saloon, green/brown hide

1948 Ford Prefect saloon, black/cloth, 3,000 miles

56 Park Lane, W.1. Regent 4666. 374, Ealing Rd.,
Alperton, Middx. Perivale 3388 and 8 & 12
Surrey Rd., Catford, S.E.6. Hither Green 4621. (568)

1942 Ford 10 Prefect, black with red interior, m-
conditioned engine fitted, good tyres, taxed
to end year, £385.

MAGDALEN MOTORS, 311, Trinity Rd., S.W.1. (569)

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1.
low mileage, all guaranteed. (738)

1949 Ford 10 Prefect saloon, Newtype, 5,000 miles,
quite like new.—Asterwork (Winchester)
Ltd., Tel. Winchester 4834/3405. (1368)

1938 Ford 10 saloon, blue, in very good condition
throughout; bargain, £300.—Wembley Court
Motors, High Rd., Wembley. Arnold 5221-2. (1368)

C. & S. MOTORS, Ltd., offer 1938 Ford 10 saloon,
C green cellulose with green leather upholstery,
reasonable economical car; £250 cash or £30 deposit.—
Below.

1940 type Ford 10 Prefect, whole car just re-
cellulosed, cloth interior, £315 cash, or
£100 deposit, balance payable over 18 months.—
Motors, Ltd., Dudden Hill Lane, Neasden, Gladstone
8605-6. (

DAGENHAM MOTORS, Ltd., Ford main dealers.

1948 Ford Pilot saloon, blue/blue hide, radio, 11,000 miles.
56 Part Lane, Regent 4866, 374, Ealing Rd., Alpert, Midx. Perivale 3388 and 8 & 12, Bangle Rd., Catford, S.E.6. Hither Green 4821. (5660)
PILLOT saloon, March, 1949, finished black with brown leather.—Jack Oiding & Co., Ltd., North Audley St., W.1. Mayfair 5242. (5826)
FORD Pilot 1948, black, wireless, Noref lamp, one owner, well maintained; offers over £280.
 Apply Box 1304, Robertson & Scott, Edinburgh, 2. (5477)
1949 Ford Pilot saloon, mist green, beige leather, radio, heater, etc., in perfect condition; £275.—Gee Cars, Ltd., 60-62, Queensdown Rd., S.W.5. Macaulay 3363. (5811)

3000 miles, 1949 (August) Ford Pilot saloon, black, brown leather, Radio, heater, etc.—Ernest Sutton, Cleve Hill 95 (Cheltenham). (Trade enquiries only please.) (5668)

1948 (Oct.) Ford Pilot saloon de luxe, leather, radio, heater, magnificent condition throughout; £495.—Sidney Marcus, Ltd., 53, Sloane St., S.W.1. Tel. Sloane 5597-6970. (1781)
FORD V.8 coupe, 30hp model 68, fitted Columbia overdrive, and Andre telescopic, blue with red leather, very clean condition; £295.—Moore, Botts Green, nr. Colchester, Warrickshire. (5558)

Ford V.8 Cars Wanted
SIMPSON'S MOTORS (WEMBLEY), Ltd., urgently require all model Ford V.8s.—Wembley 3905. (9143)
ROWLAND SMITH'S, the Ford V.8 buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041. (0938)
JOHN S. TRUSCOTT, Ltd., urgently require the class Ford Pilot.—173, Westbourne Grove, W.11. Bay. 4274. (5637)
DAGENHAM MOTORS, Ltd., main dealers, purchase Ford V.8 cars for cash.—56, Park Lane, London, W.1. Regent 4866. (10156)
COWLEY MOTORS require a 1949 F.V.8 convertible coupe.—(American automobiles specialists), 473, Cranbrook Rd., Ilford, Essex. Tel. Valentine 1066. (5934)

UTILITY—FORD OR OTHER BODIES

FORD V.8 heavy utility, £240.—Jacqueline, Ltd., 225-7, Hamersmith Rd., W.8. Riverside 6677-8. (1968)
1937 utility body, 9 seats, in really excellent condition; £450.
F. CRICKLEWOOD OF CRICKLEWOOD, Ltd., 200-220, F. Cricklewood Broadway, N.W.2. Glia. 2234. (5282)

1947 Ford 8 utility, exceptionally smart; £455.—W.8. Riverside 6677-8. (5294)
£185—1935 Ford 10 Utility, taxed, sound throughout, recent record engine, bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6480. (6172)

1949 Fordson 5-cwt and 10-cwt Utiliteas, Utility vans and vans, low mileage vehicles in exceptional condition.—H. A. Euston 4466. (6032)
£495—Ford Utility 50hp special 91A model with Dagenham body, full 8-str., genuine wooden type, immaculate looking and mechanically excellent, £20 yearly tax, goods and private, below.

£395—1949 Ford V.8 22hp Utility, excellent wood bodied, 10 seats, 1000 miles, 1949, 1948, 1947, 1946, 1945, 1944, 1943, 1942, 1941, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1922, 1921, 1920, 1919, 1918, 1917, 1916, 1915, 1914, 1913, 1912, 1911, 1910, 1909, 1908, 1907, 1906, 1905, 1904, 1903, 1902, 1901, 1900, 1899, 1898, 1897, 1896, 1895, 1894, 1893, 1892, 1891, 1890, 1889, 1888, 1887, 1886, 1885, 1884, 1883, 1882, 1881, 1880, 1879, 1878, 1877, 1876, 1875, 1874, 1873, 1872, 1871, 1870, 1869, 1868, 1867, 1866, 1865, 1864, 1863, 1862, 1861, 1860, 1859, 1858, 1857, 1856, 1855, 1854, 1853, 1852, 1851, 1850, 1849, 1848, 1847, 1846, 1845, 1844, 1843, 1842, 1841, 1840, 1839, 1838, 1837, 1836, 1835, 1834, 1833, 1832, 1831, 1830, 1829, 1828, 1827, 1826, 1825, 1824, 1823, 1822, 1821, 1820, 1819, 1818, 1817, 1816, 1815, 1814, 1813, 1812, 1811, 1810, 1809, 1808, 1807, 1806, 1805, 1804, 1803, 1802, 1801, 1800, 1799, 1798, 1797, 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£185—1935 Ford 10 Utility, taxed, sound throughout, recent record engine, bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6480. (6172)

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H. A. SAUNDERS, Ltd., offer:—

1949 Jaguar 1½-litre Special Equipment saloon, black, with brown upholstery, 8,000 miles; £1,225.
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1949 Jaguar 3½ Mark V, 10,000, black.—Below.
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1946 3½-litre Jaguar, immaculate condition; £245.
MANOR CIRCUS MOTORS, Ltd., Bescon Service Station, Lower Mortlake Rd., Richmond, Tel. Richmond 4004. [5159]

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GORDON CARS (LONDON), Ltd.—1947 Jaguar 1½-litre saloon, green, one owner.—Below.
GORDON CARS (LONDON), Ltd.—1948 Jaguar 1½-litre saloon, black, excellent condition.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [5621]

BEARDS of Kingston, Jaguar specialists, sales, spares, repairs.—102, London Rd., Kingston, Tel. Kin 3348.
Gate, E.7. Jaguar 1½-litre S.E. model, 4,000 miles, no dealers, no offers; £1,175.—Bazeley, Emb. 1934. [5738]

1948 Jaguar 3½-litre, black and brown, 9,000 miles, exceptional condition; £1,225.—Haskins, Ladbrooke 1155. [5796]

1948 Jaguar 3½-litre saloon, black with brown genuine sale by private owner, an immaculate car; £1,225.
R. C. WIMBUSH, Ltd., 512, Earls Court Road, London, S.W.5. Fremantle 8401.

1938 3½-litre S.E. Jaguar, completely reconditioned engine (10 miles), recollused, exceptional condition.
GUY SALMON & Co., Ltd., 6-7, Warren St., W.1. Tel. Euston 3283. [3458]

R. P. POWELL MOTORS, Ltd., for Jaguar cars.—
Gate, E.7. East London main agents, 331, Romford Rd., Forest Gate, E.7. Maryland 4812-3. [10700]

JAGUAR 1½-litre Special Series saloon, Sept., 1948, 8,400 miles, as new, one fastidious owner, Ace discs; £1,150.—Cocks, Gunnislake 36. [6070]

1949 3½-litre Mark V Jaguar saloon, 5,000 miles.—
British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [6021]

1947 1½-litre Jaguar special saloon, 15,000 miles, black.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3068. [1905]

1947 3½-litre Jaguar, in suede green, almost unmarked, open to any examination; £385.—
Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6977-8. [5943]

1948 1½-litre Jaguar special equipment model, very low mileage, outstanding condition; £1,065.—
L. W. Clarke, 75, Cadogan Lane, S.W.1. Tel. 810, 4727.

CENTRAL GARAGE, Croydon, offer: 1949 Jaguar Mark V saloon, finished black brown upholstery, speedometer reading 11,000; £1,675.—Central Garage, Tel. Croydon 7464.

1949 1½-litre saloon, grey/grey hide upholstery, 5,000 miles, one owner, faultless condition; £1,275.—
H. A. Saunders, Ltd., 144, Golders Green Rd., W.9. Tel. 3521.

1949 (August) 3½-litre Mark V saloon, black with grey leather, H.M.V. radio, heater, frame, 4,000 authentic; £1,750.—
Frank Hall, Windsor Rd., Maidenhead. Tel. 715. [6099]

1948 Jaguar 1½-litre extra equipment saloon, black brown leather, one owner, coachwork and mechanically excellent; £975.—
Beardmore, 26, Queenway, W.2. Baywater 0156. [5277]

1947 Jaguar 1½-litre, black, brown leather upholstery, disc, in excellent condition throughout, low mileage; £895.—
S. Morris & Co., 29-31, Edgware Rd., London, W.2. Tel. Pad. 3075-6. [5810]

CAMDEN MOTORS.—Jaguar 3½-litre sports saloon 1946, immaculate car, finished black, with fawn leather interior; one owner since new, nominal amount of use (taxed half rate) really superb engine; £845.

CAMDEN MOTORS.—Jaguar 3½-litre sports saloon 1940, prototype of post-war, with identical features, narrow chromed waistline, plain trimmed leather interior and all special equipment, air-conditioning, etc., nicely finished black and chrome, magnificent performance, very genuine opportunity to buy a superb car.

CAMDEN MOTORS.—Jaguar 3½-litre sports saloon 1939, fitted radio and heater and a positive host of pastlights, special horns and accessories, fully chromed Ace disc, leather interior, some chrome chubb, but coachwork requires some detail attention; genuine bargain; £895.

CAMDEN MOTORS.—Jaguar 3½-litre Special Competition model 1936-69, scarce and highly prized example, finished in metallic red, fitted oversize tyres, many special features, aero screens, exceptionally fast car, vivid acceleration, specially tuned engine; £575.

CAMDEN MOTORS.—Jaguar 3½-litre four-door drop head coupe 1939, attractively finished in ash grey, with blue leather interior and light grey hood; works reconditioned engine fitted, 1948, 1949, 1950, 1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 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2748, 2749, 2750, 2751, 2752, 2753, 2754, 2755, 2756, 2757, 2758, 2759, 2760, 2761, 2762, 2763, 2764, 2765, 2766, 2767, 2768, 2769, 2770, 2771, 2772, 2773, 2774, 2775, 2776, 2777, 2778, 2779, 2780, 2781, 2782, 2783, 2784, 2785, 2786, 2787, 2788, 2789, 2790, 2791, 2792, 2793, 2794, 2795, 2796, 2797, 2798, 2799, 2800, 2801, 2802, 2803, 2804, 2805, 2806, 2807, 2808, 2809, 2810, 2811, 2812, 2813, 2814, 2815, 2816, 2817, 2818, 2819, 2820, 2821, 2822, 2823, 2824, 2825, 2826, 2827, 2828, 2829, 2830, 2831, 2832, 2833, 2834, 2835, 2836, 2837, 2838, 2839, 2840, 2841, 2842, 2843, 2844, 2845, 2846, 2847, 2848, 2849, 2850, 2851, 2852, 2853, 2854, 2855, 2856, 2857, 2858, 2859, 2860, 2861, 2862, 2863, 2864, 2865, 2866, 2867, 2868, 2869, 2870, 2871, 2872, 2873, 2874, 2875, 2876, 2877, 2878, 2879, 2880, 2881, 2882, 2883, 2884, 2885, 2886, 2887, 2888, 2889, 2890, 2891, 2892, 2893, 2894, 2895, 2896, 2897, 2898, 2899, 2900, 2901, 2902, 2903, 2904, 2905, 2906, 2907, 2908, 2909, 2910, 2911, 2912, 2913, 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Jeeps Wanted
ROWLAND SMITH'S, the Jeep buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0944]

Jeep Spares and Service
UTOWORK (WINCHESTER), Ltd., the largest Jeep stockists for all spares and service. Tel. Winchester 4834/3406. [5585]

100% Jeep firm, all spares by return, or over counter, small or large quantities.—Tel. Autos (see under Jeeps). [0366]
METAMET for all Jeeps, spares, exchange unit service; expert Jeep repairs; to order spares phone Hampstead 5231—1000, Belrose Lane, N.W.3. [5539]

JOWETT
1949 Javelin 1½-litre saloon, blue with leather upholstery, radio and many extras, one owner, guaranteed. £295.—Eden Garage, Elm Grove, W. [5780]

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [5780]

JOWETT and Javelin main agents, spares and specialist service.—Colliver-Flaher, Ltd., Northwood, Middx. Tel. 777 (4 lines). [5781]

JOWETT Bradford, in perfect condition; £385.—Royal Forest Garage, The Jowett Pioneers, Chingford, E.4. Silverthorne 2200. [6144]

1936 Jowett Jupiter 10hp 4-door saloon, very clean condition. £210.—Elm Garage, Elm Grove, Wimbledon, S.W.19. Tel. Wim. 0472. [5480]

MARRIOTT'S GARAGE, Worthing, leading West Sussex agents for Javelin and Bradford. Spares (including pre-war). Service. Tel. 1583. [5791]

1948 Jowett Javelin saloon de luxe, fitted wire-less heater, etc.; £295, or 30 monthly instalments of £56/2.—Cooden Eng. Co., Bexhill, Tel. Cooden 600. [5519]

COOTER & GREEN, Jowett Main Agents—Javelin and Bradford spares and repairs, sales and service.—Eden Park Garage, 685, Upper Elms Road, 527, Beckenham Kent. Tel. Beckenham 2565. [0302]

1948 (Sept.) Javelin saloon, Golden Sand, fitted radio, heater and demister, low mileage, 5 months' guarantee; £295.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Battersea 1166. [5519]

1939 (July) Jowett 8hp saloon, very good order, recently overhauled totalling £155 (dolls available); £365.—Dolls Garage, 264, Nether St., N.3 (2 mins. from Finchley Central Station). Tel. Finchley 3130. [5519]

THANKARD & SMITH, Ltd., offer 1938 Jowett 8 saloon, in black with brown upholstery, very nice condition throughout, taxed; good tyres; £300; 3 months' written guarantee; also 240 guaranteed used cars of all makes.—199, Kings Rd., E.W.3. Tel. Flaxman 4801-2-3. [5519]

1949 (July) Javelin de luxe saloon, black, red leather, 12,000 miles, Scintilla Vertex, over-size tyres, brakes relined, perfect condition; £350 or preferably exchange Bristol, Healey, Allard or late 2½ Riley saloon.—Clarke, 1, Hamilton Place, London, W.1. [5519]

£965 leather, very immaculate condition throughout, one owner, tiny mileage, use limited to basic only, H.M.V. push-button radio, heater, etc.—Camden Motom, Lake St., Leighton Buzzard, Beds. Tel. 2041-2-3. Easy and confidential hire purchase facilities; part exchanges; free delivery. Write for our 16-page post-free stock list. [5519]

Jowett Spares and Service
JAVELIN and Bradford main agents, spares and service specialists.—Newman House, 255-9, Hammer-smith Rd., W.6. Riv. 4646. [0415]

MILSTONES (SERVICE GARAGE), Ltd., main agents Javelin, Bradford vans and trucks. LARGEST stock spares in Southern England, immediate despatch, trade or private.—Tel. Erith 2469, 2659, 306, Erith Rd., Bexleyheath. [0571]

JOWETT-BRADFORD—For quick repairs or any spares try Bunting's Jowett Agency. Harrow 1908. [0465]

PROYDON—Godfrey's, Ltd., for full Jowett service and comprehensive range of spares.—222-234, London Rd., Croydon, Cro. 3641. [0465]

FOR full Jowett service and comprehensive range of spares.—Moon's Motors, Ltd., Dorset House, Marylebone Rd., N.W.1 (Weebek 7263). [1927]

KINGSTON-ON-THAMES main agents for Jowett Javelin and Bradford vans; spares and service.—G. W. Wilkin, Ltd., 1, Weston Park, and 84, Eden St., Kingston 2241-2. [6618]

A. V. MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kingston 0710. The Jowett specialists and main agents; over 28 years' Jowett experience; spares and service. [0759]

LAGONDA
BROOKLANDS
LAGONDA distributors for London.

HAVE for show, demonstrations and early delivery, the new 2-litre saloons and coupes; details and catalogues available.

1939 Lagonda V12 4-seater drop head coupe, serviced and passed by makers for resale.

1939 Lagonda V12 sports saloon, maroon, beige leather, immaculate condition throughout.

103, New Bond St., W.1. Tel. Mayfair 8351-6. [5607]

DICKS CAR SALES offer:—

1935 Lagonda 4½-litre saloon, positively as new; £245.—Dicks Car Sales, Ltd., 385-401, High Rd., Kilburn, N.W.6. Maids Vale 6888-9. [5320]

SIMPSON'S MOTORS offer:—

1940 Lagonda V12 limousine, first reg. 1950, £10 tax coachwork needs slight attention, mechanically good; £750.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 7903. [6116]

LATEST type Lagonda available for early delivery.—Jack Olding & Co., Ltd., North Audley St., W.1. Mayfair 5242. [5823]

HAROLD RADFORD & Co., Ltd.

OFFICIALLY appointed Lagonda retailers.

SALES and service at Melton Court, South Kensington, London, S.W.7. Kensington 6648 (5 lines). [0264]

GUY SALMON AUTOMOBILES.

OFFICIAL retailers for the new Lagonda and Aston Martin, full sales and service facilities.—Forty-two Road, Twickenham, Surrey. Tel. 5551-3-5.

LAGONDA 16-80 saloon, registered October, 1934, body requires some repairs, taxed; £135.—Apply, 154, Hornby Rd., Walsingham, Norfolk. Tel. 2551. [5476]

1934 racing green, new tyres, taxed Dec., perfect in all respects; bargain £385.—Hawkins, 14, Percival Rd., Ebury, Tel. 2830. [5524]

DAVIES MOTORS, Ltd. (Managing Director, J. E. Davies, 20 years' service manager to Lagonda, Ltd.) offer an excellent selection of used Lagonda cars; may we furnish details?

WE are open to purchase a few late models for rebuilding.

273 London Rd., Staines. Tel. 3457-8 or (private) 273. Walton 1562. [0287]

£225—1931 3-litre special tourer, reconditioned 2½-litre engine, good tyres, all-weather equipment, will cruise at 70 mph and capable of 50 mph. 17-18 mpg.—Box 5953. [5431]

1939 Lagonda V12 saloon, one titled owner, 27,000 miles, £1,400, unmarked condition; £1,450; exchanges, terms, Swannmore Garage, 1176, Christchurch Rd., Boscombe. Tel. Southbourne 1022. [6107]

1939 March registration, Lagonda V12 short chassis, fitted saloon body, works like new; available; the whole car in first-rate order; a unique opportunity at £1,295.—Bells Service Garage, 144, London Rd., Kingston-on-Thames. Tel. 5551-3-5. [5519]

245 saloon, black, sliding head, red leather, good tyres, carefully used, exceptional condition; terms, exchanges; 100 open 7 week days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5896]

LAGONDA Cars Wanted

DICKS CAR SALES, Ltd. [5513]

THE Lagonda buyers.

DICKS CAR SALES, 385-401, High Rd., Kilburn, N.W.6. Maids Vale 6888-9. [5727]

ROWLAND SMITH'S, the Lagonda buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0645]

LAGONDA cars.—Limited number of home-made Lagonda cars—used models always wanted.—Lagonda House, 7-9, Russell Parade, N.W.11. Speedwell 0011 (ten lines). [0256]

LAGONDA Spares and Service
DAVIES MOTORS, Ltd., see our display advert on page 941. [0217]

LAGONDA owners are advised to contact the manufacturer for service, overhauls and spares for the 4½-litre and V12 models; service engines in stock.

LAGONDA Ltd., Service Department, Victoria Rd., Leitham, Middlesex. Tel. Leitham 2291. [0906]

LANCHESTER
LANCHESTER 1937 14 Roadster, under 3,000 since £150 overhaul; excellent condition; £350.—Jackson, 42, Newlands Park, S.E.28. [0689]

1936 model Lanchester 80 8-light saloon, one owner, excellent condition; £250.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [5666]

SPINK (BOURNEMOUTH), Ltd., engaged exclusively in the distribution of Daimler and Lanchester cars, consult us when buying or selling; all spares and every service.

DAIMLER House, Bournemouth. Tel. 5405. [0545]

1934 model Lanchester 10, in immaculate condition; £195.—Great Western Motors, Ltd., 6-8, Bishopsgate Rd., W.2 (Paddington Station). Ambassador 1061-2. [5666]

1947 Lanchester 10 saloon, navy blue, 8,000 miles, unmarked; £295; exchanges, terms, Swannmore Garage, 1176, Christchurch Rd., Boscombe. Tel. Southbourne 1022. [6113]

Lanchester Cars Wanted

C. M. THE CAR MART, Ltd. London distributors, wish to purchase Lanchester cars.—150, Park Lane, W.1. [0965]

LONDON CARS require good used 1½/14hp Lanchester saloons, later models preferred.

LONDON CARS, 592-8, Greenford Rd., Greenford, Middx. Waxlow 2643. [4108]

ROWLAND SMITH'S, the Lanchester buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0645]

BRITISH & COLONIAL MOTORS, Ltd., require good Lanchester cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [6010]

Lanchester Spares and Service
A. ROOT MOTORS, Ltd.—Presteleor gear boxes: exchange and repairs.—169 Fulham Rd., S.W.3. Kensington 7301. [0237]

BROOKLANDS
1941 (first reg. 1945) Lancia Astura 27hp 4-door pillarless saloon, blue with Bedford cord upholstery, exceptional condition throughout.

103, New Bond St., W.1. Tel. Mayfair 8351-6. [5608]

CHIPSTEAD MOTORS, Ltd. See under Sports Cars, advert. No. 3589. [3595]

JOHN S. TRUSCOTT, Ltd., for Lancia cars, one or two Aprilia and Alfa Romeo models available; exchanges, deferred terms.—173, Westbourne Grove, W.11. Bay. 4274. [5631]

1936 Lancia Augusta, fitted with Continental type streamlining saloon body, and recently fitted with reconditioned engine; £295.—Peter Santock Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 7275/5870. [5715]

MAYFAIR GARAGES, Ltd.—August, 1937 Aprilia pillarless 4-door sports saloon, gun metal with green hide upholstery, telecontrol, bumpers, spotlight, outstanding road performance, excellent condition; 3 months' guarantee; £395.

MAYFAIR GARAGE, Ltd., Balderton St. (opp. Selmer's clock), Mayfair, W.1. Mayfair 5104-5. Open 9-6. Sats. 9-1. [5538]

Lancia Cars Wanted

LANCIA Aprilia wanted, any year.—T. F. Breen, Higney Rd., N.20. Tel. Hillside 8593. [1934]

CASH immediately for good Lancia.—H. P. Edwards, 154, Oct. Titchfield St., W.1. Langham 0012.

JOHN S. TRUSCOTT, Ltd., urgently require first-class Lancia.—173, Westbourne Grove W.11. Bay. 4274. [5631]

KEVILL DAVIES & MARCH, Ltd., will buy second-hand Lancia Aprilias.—41-42, Hays Mews, Berkeley Sq., W.1. G002, 2553. [1934]

LANCIA Aprilia latest models wanted!—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester. 19. Rus. 2874-5. [1007]

Lancia Spares and Service

LANCIA (ENGLAND), Ltd., Ealing Rd., Alperton, Wembley (Perivale 5656).—Factory guaranteed spares and repairs; 40-hour service for reconditioned components; engines, dynamos, starters, etc., etc.

LEA-FRANCIS

CHARLES FOLLETT, Ltd., sole distributors, London and Home Counties offer:—

1949 Lea-Francis 14hp streamlined saloon, maroon, 9,500 miles, H.M.V. radio, superb condition throughout; £1,350.

1949 Lea-Francis 14hp 4-door saloon, maroon leather, 1 owner, 9,000 miles, chauffeur maintained; £1,125.

1948 Lea-Francis 14hp saloon, grey, maroon leather, radio, heater, sun roof, exceptional condition; £950.

1949 Lea-Francis 14hp van model, finished in natural wood, maroon metal parts, total mileage 5,000 only; value at £295.

18, Berkeley St., W.1. May. 6266.

OFFICIAL Lea-Francis London Service Station, 12, Wellesley Ave., W.6. Riv. 1413. [6040]

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

OFFICIAL Lea-Francis London Service Station, Works and Stores:—

12, Wellesley Ave., W.6. Riv. 1413. [6040]

Lea-Francis Spares and Service
LEA-FRANCIS CARS, Ltd.

SPARES and service for all models from the manufacturers.—Head Office and Works: Much Park St., Coventry. [0382]

CHARLES FOLLETT, Ltd., sole distributors for Home Counties, Bucks and Sussex.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE: 12, Wellesley Ave., W.6. Riv. 1413. [6370]

LINCOLN

1850 gns.—Lincoln V12, 1946 (reg. March, 1947), £10 tax, 4000s R.H.D. special.

Imported American 4-door Sedan with winding division, black, grey cloth upholstery, steering column gear, electrically operated windows, heater, unworn tyres, small mileage, one careful owner, superlative condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5697]

Lincoln Cars Wanted
SIMPSON'S MOTORS (WEMBLEY), Ltd., urgently require all models Lincoln.—Wembley 5903 [7019]

LLOYD
SLOOMBERG, of Neasden.

SLOOMBERG—Genuine offer, 1948 4-seater Lloyd, low mileage, as new, a chance to obtain a post-war under list; £395; terms and exchanges with pleasure.—283, Neasden Lane, N.W.10. Gladstone 2088. [5677]

DISABLED driver's hand conversion, 1946, Lloyd roadster, as new, low mileage, silver, brown upholstery; £450, nearest offer secure.—Tel. Lib. 5859, evenings.

CHIPSTEAD MOTORS, Ltd., will always purchase good Mercedes.—The Onslow Garage, 197, Fulham Rd., London, S.W.3. Flaxman 0052. [3330]

MERCEDES-BENZ (GT. BRITAIN), Ltd.

1939 type 540K 38hp supercharged 4-5-seater drop head, black, with maroon leather upholstery, engine recently overhauled; £1,275.—Victoria 6715.

CHIPSTEAD MOTORS, Ltd. See under Sports Cars, advert. No. 3589. [3595]

MERCEDES-BENZ coupe de ville, reg. 1944, first class.

£100—34, Bowler Rd., Ashton, Bristol, Tel. 64708. [5464]

Mercedes-Benz Spares and Service
MERCEDES-BENZ (GREAT BRITAIN), Ltd., Sales Service and Spares, 111, Grosvenor Rd., S.W.1. Victoria 6715-6. Night Service: Victoria 5144. [8530]

PRIDE & CLARKE, Ltd.

1949 M.G. T.C. sports 2-str., red/beige, reg. July, low mileage, as new, one owner; £675.

1947 M.G. T.C. sports 2-str., black/beige, choice of four; £549; terms 18-24 months, exchange, 100 open 7 week days and Saturdays.—Santock Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 7275/5870. [5715]

WOODBAIN CARS, offer:—

£195—M.G. 12hp N-type Magnette open 4-seater.

£192—M.G. 8hp J2 2-seater, black.

£187—M.G. 8hp J2 2-seater, red.

£185—M.G. 12hp N-type Magnette open 4-seater.

£150—M.G. 12hp open sports 4-seater, black.

WOODBAIN CARS, M.G. Specialists, 6, Eton Garages, Eton Ave., Swiss Cottage, N.W.3. Primrose 1546. [6054]

PHILIP RICKARDS, Ltd., offer:—

1949 M.G. T.C. model, 7,000 miles, cream with red upholstery.—4, Brick Street, Park Lane, W.1. Grosvenor 4772/3. [4764]

£225—M.G. 8hp 1936 P.B. 2-str.—Fulham 1200, 1200. [5464]

M.G. 1½-litre saloon, 15,000 miles, wireless; £280. [6087]

M.G. 1946 T.C., excellent condition, four new tyres, one owner; £520.—Grosvenor 4586. [5737]

M.G. model P.A., excellent condition; £275.—Sheriff, 145, Merrion Ave., Stanmore, Middx. [6045A]

£275—1939 Morris 10 saloon, reconditioned engine, ax. months ago, coachwork fair, taxed. Abbey Autos, rear of 44-46, Chase Side Southgate (near tube). Palmers Green 454. (1565)

MAYFAIR GARAGES, Ltd.—1939 10 series M de luxe 4-door sunshine saloon, black, brown hide upholstery, almost new tyres, carefully maintained, very smart car in outstanding condition throughout; 3 months' guarantee; £375.

MAYFAIR GARAGES, Ltd., Balderton St. (opp. Selfridges), Mayfair, W.1. Mayfair 3104-5. Open 9-6. Sats. 9-1. (5600)

£395—Morris 10 1940 4-dr. sin., bodywork almost new, unmarked, leather interior, all extras; choice 3 others; many others.—Benmotors, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6. (50 yds. Holland Park Tube) (5488)

Morris Ten Cars Wanted
I REQUIRE post-war Morris 10 urgently.—30, Ryecroft Rd. S.W.16. Tulse Hill 1288. (2779)

ROWLAND SMITH'S, the Morris buyers.—Hamptstead High St. (Hamptstead Tube). Ham. 6041. (1979)

CASH buyers of low-mileage Morris 10s; distance no object.—Haitons, Lord St., Southport. Tel. 2268. (1972)

NURFIELD specialists want Morris 10s in good condition.—Wards of Putney, 72, West Hill, S.W.15. Putney 7422. (6054)

RAYMOND WAY, the hire purchase specialists, are still buying Morris 10s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 (10 lines). (5665)

MORRIS TWELVE
Morris 12 2-sir., new tyres, very sound; £135. W.14. Western 2312. (5692)

£220—1936 Morris 12, very clean throughout, guaranteed.—Value Cars, Ltd., 362, Upper Richmond Rd., E. Sheen. Tel. 874. (1972)

£298—Morris 12 1938 4-dr. de luxe sal., original condition, very well kept, fully equipped; choice 4 others; many others.—Benmotors, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6. (50 yds. Holland Park Tube). (5491)

1939 Morris 12 de luxe saloon, cellulosed in a beautiful tone maroon with deep red hide upholstery, reconditioned engine, good tyres, a really attractive looking car with marvellous performance; £425; terms and exchanges.—Selwood Garage, 52, Croft Rd., Croydon, Tel. Croydon 5470. (6141)

Morris Twelve Cars Wanted
ROWLAND SMITH'S, the Morris 12 buyers.—Hamptstead High St. (Hamptstead Tube). Ham. 6041. (1979)

RAYMOND WAY, the hire purchase specialists, are still buying pre-war Morris 12s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 (10 lines). (5642)

MORRIS FOURTEEN
L. F. DOVE offers Morris 14 saloon, 4,000 miles, L. quite as new; £250.—59, Broadway, Wimbledon, S.W.19. Liberty 3456. (1046)

1937 Morris 14 saloon, exceptionally nice order; £255.—Smith & Junier, 376, Kensington High St., W.14. Western 2312. (5686)

MORRIS EIGHTEEN
Morris 18 saloon de luxe, black, really good condition throughout; unrepentable at £255.—Garage Service Co., Hoop Lane, Golders Green, N.W.11. Speedwell 3408. (6138)

MORRIS OXFORD
HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. (1979)

1949 Morris Oxford saloon, colour green, excellent condition, issued end of year; £250.—HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. (1979)

CAR MART, Ltd.
MORRIS OXFORD 1949 saloon, radio, 4,000 miles; £295.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. (5649)

H. A. SAUNDERS, Ltd., offer:—
1949 Morris Oxford saloon, grey, with beige upholstery, 5,000 miles; £245.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley, (100 yds. north of Italy Hotel Corner), Hillside 024. (5027)

MANN EGERTON & Co., Ltd., offer:—
1949 Morris Oxford saloon, black with beige leather upholstery, 9,000 miles, immaculate condition throughout; £295.

14 Berkeley St., London, W.1. Regent 2073. (5617)

1949 Morris Oxford, grey, beige upholstery, 5,000 miles, in immaculate condition, issued end of year; £250.—EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Plexman 8181). (5099)

1949 Morris Oxford saloon; £275.—Grove Motors, North Rd., Southall 3477. (5797)

GORDON CARS (LONDON), Ltd.—1949 Morris Oxford saloon, grey, 5,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 5611. (5622)

1949 Morris Oxford saloon, axle, radio, unmarked, exchanges, terms.—Swanmore Garage, 1176, Christchurch Rd., Boscombe, Tel. Southbourne 1022. (5638)

Morris Oxford Cars Wanted
THE CAR MART, Ltd. wish to purchase Morris Oxford cars.—150, Park Lane, W.1. Grosvenor 3434. (10717)

MORRIS SIX
PHILIP RICKARDS, Ltd., offer:—
1949 Morris "Six" saloon, 5,000 miles, beige, as new.—4, Brick Street, Park Lane, W.1. Grosvenor 4772/3. (14782)

WARWICK WRIGHT, Ltd., offer:—
1949 Morris Six saloon, platinum grey, beige leather, 5,000 miles; £1,195.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (5786)

MORRIS MISCELLANEOUS
TANKARD & SMITH, Ltd., offer the choice of many 200 used cars, all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Fax 4801-3. (10379)

MORRIS CARS, 8hp and 10hp, 1947 and 1948 models, in nice condition, always available; ask us to send you full particulars.—Maudsley & Norwich, Ltd. (Morris distributors), 106-110, Princes St. Wales Rd., Norwich. Tel. Norwich 20541. (10109)

Morris Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Morris buyers.—Hamptstead High St. (Hamptstead Tube). Ham. 6041. (1979)

MORRIS wanted.—Smith's, 88, Chalk Farm Rd., N.W.1. Gul. 2767. (10524)

F. L. CRANMORE, Pottery Bar, requires Morris cars for cash.—Tel. 2040 Pottery Bar. (1972)

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Morris. Wembley 3903. (8001)

CASH immediately for good Morris.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 6012. (1979)

SELL your Morris to us; post-war cars, all models, urgently wanted.—Offord, 67, George St., W.1. Wel. 6899. (4885)

CASH buyers of low-mileage Morris Minor, Oxford and 8; distance no object.—Haitons, Lord St., Southport. Tel. 2268. (10798)

CHARLES RICKARDS, Ltd., wish to purchase good post-war Morris cars.—56, Baywater Rd., W.2. Paddington 1820. (5529)

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Morris retailers, require cars in first-class condition. Mayfair 5243. (1814)

Morris Spares and Service
FOR MORRIS mudguards, running boards, 1930-46.—Brooks, 85, Queen's Rd., Brighton. (10394)

FOR MORRIS service consult Morris specialists.—T. Mason & Co., 2, Ley St., Hford 9061. (1972)

LARGEST and quickest spares service in the South of England.—Hewens Garages, Ltd., Reading. Tel. 4436. (10206)

DALSTON MOTORS for Morris service and spares. 1934-49 models.—517 Kingsland Rd., Dalston, E.8. Clissold 4943. (1215)

NASH
SIMPSON'S MOTORS offer:—
1947 Nash 4-door sedan, right-hand drive, all extras, radio, heater, spotlight seat covers, white walls, low mileage, one owner; £1,500. (4294)

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 3903. (4294)

NASH Ambassador 1935 with tickety fine condition; £375.—26b, Belgrave Rd., S.W.1. (4982)

OLDSMOBILE
DISTRIBUTORS (RAWLENCE), Ltd., Sales Service and Spares, Blindley Heath, Nr. Lingfield, Surrey. Tel. Lingfield 330-1. (10113)

1936 6-cyl. Oldsmobile saloon in really good order; £325.

DISTRIBUTORS (RAWLENCE), Ltd., Blindley Heath, Nr. Lingfield, Surrey. (10113)

1947 Oldsmobile 4-door saloon, first registered 1948, hydraulic drive, radio, heater, etc., low mileage.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557-6970. (1782)

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining counties.—Lex Garages, Ltd., Service, 2, Lexington St., W.1 (Gerrard 8620). Spares Parts: Kensington Place, Campden Hill Rd., W.8 (Park 8611). (10576)

OPEL
195 ens.—Opel Cadet, Dec. 1937, 12hp saloon, maroon, very good condition, taxed; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hamptstead (Hamptstead Tube). Hamptstead 6041. (5904)

Opel Cars Wanted
ROWLAND SMITH'S, the Opel buyers.—Hamptstead High St. (Hamptstead Tube). Ham. 6041. (1980)

PRIDE & CLARKE, Ltd., the Opel distributors, offer immediate cash payment for all models.—237, Brixton Hill, S.W.2. Tel. 3664. (6099)

Opel Spares and Service
REPAIRS, new crown wheels and pinions, spares; reconditioned engines, suspensions, etc.—Tarrant & Fraser, 10, Winchester Mews, N.W.3. Pri. 2647. (10243)

MAYNOR MOTORS, Ltd., distributors; Opel spare parts and reconditioned engine service.—Southampton St., Southampton. Tel. Southampton 3866. (1972)

PRIDE & CLARKE, Ltd., new brake and clutch linings, valves, springs, piston rings, fibre timing belts, etc.—Opel Cadet, 33, Sloane St., S.W.1. In stock: quotations. Stockwell Rd., S.W.8. Pri. 6251. (1972)

PACKARD
JOE THOMPSON (MOTORS), Ltd., offers:—
1937 Packard limousine, colour black, face-forward occasional; £725.

1939 Sedan de Ville 32.5hp Super 8 de luxe, very low mileage, special English body, an outstanding car.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins), Ken. 4858. (1979)

LEONARD WILLIAMS & Co. (1940), Ltd., Great West Rd., Brentford, Middlesex. Ealing 3400. (1972)

PACKARD Sole Concessionaires, amongst other approved late model Packard cars, offer:—
1947 21st Series Clipper Six 4-door saloon, 29.4hp, 19,000 miles, 210 tax, right hand drive, with radio and heater, 1930 model. (1972)

LEONARD WILLIAMS & Co. (1940), Ltd., Great West Rd., Brentford, Middlesex. Ealing 3400. (1972)

1947 Packard Clipper, 4-dr. saloon, 12,000 miles, overdrive, radio, heater, etc.—3rd Abrahams, Ltd. Bro. 2254-5. (5591)

1947 Packard Clipper, l.h.d., radio, heater, immaculate condition, low mileage.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Sloane 3557. (14213)

PACKARD drop head coupe, fitted with occasional seats, very smart appearance; £385.—Elm Garage, Elm Grove, Wimbledon S.W.19. Wim. 0472. (1972)

1948 Packard Clipper de luxe, R.H.D., black, 5,500 miles, radio, heater, defroster, fog-lamps, loose covers, etc., perfect; best offer over £3,500.—Box 6070. (1972)

£250—1936 Packard drop head coupe, black, new hood, excellent runner; bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hamptstead 6420. (6173)

1936 Packard 120 6-seater saloon, 26hp, 30 m.p.g., excellent appearance and mechanical condition; £325.—R. C. Mortlake, 1, Lansdown Rd., Woodford, E.18. Tel. Wan. 6300. (6157)

1937 Packard saloon, black, 6-cylinder, 26hp, mileage 50,000, engine, transmission and bodywork very good, one owner; price £350.—Storey, 45, Fairacres, Roehampton Lane, S.W.15. Prospect 6997. (1972)

Packard Cars Wanted
SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Packard. Wembley 3903. (8001)

ROWLAND SMITH'S, the Packard buyers.—Hamptstead High St. (Hamptstead Tube). Ham. 6041. (1979)

CASH immediately for good Packard.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 6012. (1979)

JOE THOMPSON (MOTORS), Ltd., Packard specialists.—97, Fulham Rd., South Kensington. Ken. 4858. (1980)

LEONARD WILLIAMS & Co. (1940), Ltd. (sole concessionaires) require good, low-mileage Packard cars.—Great West Rd., Brentford, Middlesex. Ealing 3400. (1019)

Packard Spares and Service
LEONARD WILLIAMS & Co. (1940), Ltd., sole concessionaires for London, Great West Rd., Brentford, Middlesex. Tel. Ealing 3400. (1046)

JOE THOMPSON (MOTORS), Ltd., Packard specialists.—97, Fulham Rd. (next door to Michelins), S. Kensington. Ken. 4858. (4331A)

PEUGEOT
PERFORMANCE CARS (Ham. 8707) offer 1940 Peugeot 402B 17hp de Grand Luxe saloon, r.h.d., sun roof, in-built heaters, loose covers, small mileage, exceptional condition; £425; guaranteed in writing for 3 months. (1029)

PONTIAC
SIMPSON'S MOTORS offer:—
1949 Pontiac, genuine year, latest type streamlined in black and chrome, fitted heater, American seat covers, genuine low mileage, one owner motor car, definitely as new.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 3903. (5704)

PHILIP RICKARDS, Ltd., offer:—
1948 Pontiac saloon, 20,000 miles, dark blue, immaculate.—4, Brick Street, Park Lane, W.1. Grosvenor 4772/3. (14788)

JOE THOMPSON (MOTORS), Ltd., offer:—
1949 Pontiac saloon, small mileage, right-hand drive, Pontiac, Wembley 3903. (1903)

Pontiac Cars Wanted
SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Pontiac. Wembley 3903. (1903)

RACING CARS
CHIPSTEAD MOTORS, Ltd. See under Sports Cars, advert. No. 3589. (5591)

H.W.M. identical to team cars; very little used, all latest modifications and in perfect condition; phone or call—no letters, please.

H.W.M. MOTORS, Ltd., Walton-on-Thames 783 and 784. (1029)

COOPERS GARAGE (SURREY), Ltd., of Surbiton, Tel. Elm. 3546, are the sole concessionaires for Great Britain of the Cooper 500 and 1,000cc formula racing cars. (1029)

1950 Cooper, as new, never raced, with trailer, 1,000 J.A.P. and spares, including special alloy barrels, long-range tank, etc.—Miss Hag, Nutbourne Common, Fulbourn, Sussex. (16048)

BUGATTI 1½ litre 1934 works car, cost £10,000, complete with extra 1½ crank, 8 carburettor conversion, etc., reputed to have covered a flying kilometre at 151.7 mph, new condition, ready for immediate racing.

CHIPSTEAD MOTORS, The Onslow Garage, 197, Fulham Rd., London, S.W.3. Faxman 0054. (12769)

COOPER late 1949, many extras including 2.0 litre, 1600cc, Fiat steering column and box, overdrive rear wheels and tyres, lightweight steering wheel, bucket seat, long range tanks, chassis capable of taking 1,000cc engine, with race complete with 1,000cc A.A. motor; £260. (1972)

As can be seen at the Forge Garage (Peterham) Ltd., 192, Petersham Rd., Petersham, Surrey. Richmond 1854. (1972)

Special circumstances; this unique and successful machine has had little use and has been rebuilt as new; fitted Norton gear box, differential, 8in Lockheed brakes and patented suspension giving exceptional road holding and tremendous cornering power; available with either Norton or J.A.P. engine.—Bristol Repetition, Ltd., Feeder Rd., Bristol, 2. (5457)

Racing Cars Wanted
WANTED, Cooper 500 with or without engine, and trailer.—Box 6030. (5496)

RAILTON
CHARLES RICKARDS, Ltd., the house of standing and repute.

1935 Raiton saloon, finished in grey, this car has been maintained in superlative condition and is in exceptional order throughout, any trial given.

56 Gate Tube Station, Tel. Paddington 1820. (1972)

MAJOR J. F. S. BARBER, 85, Linden Gardens, W.2. Baywater 6755.—All models up to 1947, 7hp, 21hp, 35hp, 45hp, 55hp, 65hp, 75hp, 85hp, 95hp, 105hp, 115hp, 125hp, 135hp, 145hp, 155hp, 165hp, 175hp, 185hp, 195hp, 205hp, 215hp, 225hp, 235hp, 245hp, 255hp, 265hp, 275hp, 285hp, 295hp, 305hp, 315hp, 325hp, 335hp, 345hp, 355hp, 365hp, 375hp, 385hp, 395hp, 405hp, 415hp, 425hp, 435hp, 445hp, 455hp, 465hp, 475hp, 485hp, 495hp, 505hp, 515hp, 525hp, 535hp, 545hp, 555hp, 565hp, 575hp, 585hp, 595hp, 605hp, 615hp, 625hp, 635hp, 645hp, 655hp, 665hp, 675hp, 685hp, 695hp, 705hp, 715hp, 725hp, 735hp, 745hp, 755hp, 765hp, 775hp, 785hp, 795hp, 805hp, 815hp, 825hp, 835hp, 845hp, 855hp, 865hp, 875hp, 885hp, 895hp, 905hp, 915hp, 925hp, 935hp, 945hp, 955hp, 965hp, 975hp, 985hp, 995hp, 1005hp, 1015hp, 1025hp, 1035hp, 1045hp, 1055hp, 1065hp, 1075hp, 1085hp, 1095hp, 1105hp, 1115hp, 1125hp, 1135hp, 1145hp, 1155hp, 1165hp, 1175hp, 1185hp, 1195hp, 1205hp, 1215hp, 1225hp, 1235hp, 1245hp, 1255hp, 1265hp, 1275hp, 1285hp, 1295hp, 1305hp, 1315hp, 1325hp, 1335hp, 1345hp, 1355hp, 1365hp, 1375hp, 1385hp, 1395hp, 1405hp, 1415hp, 1425hp, 1435hp, 1445hp, 1455hp, 1465hp, 1475hp, 1485hp, 1495hp, 1505hp, 1515hp, 1525hp, 1535hp, 1545hp, 1555hp, 1565hp, 1575hp, 1585hp, 1595hp, 1605hp, 1615hp, 1625hp, 1635hp, 1645hp, 1655hp, 1665hp, 1675hp, 1685hp, 1695hp, 1705hp, 1715hp, 1725hp, 1735hp, 1745hp, 1755hp, 1765hp, 1775hp, 1785hp, 1795hp, 1805hp, 1815hp, 1825hp, 1835hp, 1845hp, 1855hp, 1865hp, 1875hp, 1885hp, 1895hp, 1905hp, 1915hp, 1925hp, 1935hp, 1945hp, 1955hp, 1965hp, 1975hp, 1985hp, 1995hp, 2005hp, 2015hp, 2025hp, 2035hp, 2045hp, 2055hp, 2065hp, 2075hp, 2085hp, 2095hp, 2105hp, 2115hp, 2125hp, 2135hp, 2145hp, 2155hp, 2165hp, 2175hp, 2185hp, 2195hp, 2205hp, 2215hp, 2225hp, 2235hp, 2245hp, 2255hp, 2265hp, 2275hp, 2285hp, 2295hp, 2305hp, 2315hp, 2325hp, 2335hp, 2345hp, 2355hp, 2365hp, 2375hp, 2385hp, 2395hp, 2405hp, 2415hp, 2425hp, 2435hp, 2445hp, 2455hp, 2465hp, 2475hp, 2485hp, 2495hp, 2505hp, 2515hp, 2525hp, 2535hp, 2545hp, 2555hp, 2565hp, 2575hp, 2585hp, 2595hp, 2605hp, 2615hp, 2625hp, 2635hp, 2645hp, 2655hp, 2665hp, 2675hp, 2685hp, 2695hp, 2705hp, 2715hp, 2725hp, 2735hp, 2745hp, 2755hp, 2765hp, 2775hp, 2785hp, 2795hp, 2805hp, 2815hp, 2825hp, 2835hp, 2845hp, 2855hp, 2865hp, 2875hp, 2885hp, 2895hp, 2905hp, 2915hp, 2925hp, 2935hp, 2945hp, 2955hp, 2965hp, 2975hp, 2985hp, 2995hp, 3005hp, 3015hp, 3025hp, 3035hp, 3045hp, 3055hp, 3065hp, 3075hp, 3085hp, 3095hp, 3105hp, 3115hp, 3125hp, 3135hp, 3145hp, 3155hp, 3165hp, 3175hp, 3185hp, 3195hp, 3205hp, 3215hp, 3225hp, 3235hp, 3245hp, 3255hp, 3265hp, 3275hp, 3285hp, 3295hp, 3305hp, 3315hp, 3325hp, 3335hp, 3345hp, 3355hp, 3365hp, 3375hp, 3385hp, 3395hp, 3405hp, 3415hp, 3425hp, 3435hp, 3445hp, 3455hp, 3465hp, 3475hp, 3485hp, 3495hp, 3505hp, 3515hp, 3525hp, 3535hp, 3545hp, 3555hp, 3565hp, 3575hp, 3585hp, 3595hp, 3605hp, 3615hp, 3625hp, 3635hp, 3645hp, 3655hp, 3665hp, 3675hp, 3685hp, 3695hp, 3705hp, 3715hp, 3725hp, 3735hp, 3745hp, 3755hp, 3765hp, 3775hp, 3785hp, 3795hp, 3805hp, 3815hp, 3825hp, 3835hp, 3845hp, 3855hp, 3865hp, 3875hp, 3885hp, 3895hp, 3905hp, 3915hp, 3925hp, 3935hp, 3945

WELHAM RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton (Eimbridge 1673), purchase all models. (0127)

CAR MART, Ltd.

RILEY
RILEY 2½-litre 1949 saloon (100bhp), 9,000 miles, £1,535; another 13,000 miles, £1,475.
RILEY 2½-litre 1948 saloon, radio, heater, 15,000 miles, £1,395.
RILEY 2½-litre 1947 saloon, 6,000 miles, £1,295.

CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212.
BROWN'S for Rileys.

1946 immaculate condition; £865.—Brown's Garage, Loughton (Essex) 4119 (Tube). (5768)
OVERSEAS CARS, Ltd.

1948 Riley 1½-litre streamline 2-str. drop head coupe in ivory with red leather, mileage 10,731; this unique car was built to special order but most attractive low sweeping lines at a cost of over £1,500, and has been very well maintained; price £1,178.
OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3, Tel. Kensington 7475. (5794)
DICKS CAR SALES, Ltd.

1936 Riley 12 Adelphi saloon, engineer owned, genuine car; £299.
DICKS CAR SALES, Ltd., 395-401, High Rd., Kilburn, N.W.6, Maids Vale 6889-9. (5770)
TOM GARNER, Ltd., offer:

1949 Riley 1½-litre saloon, ivory, with green leather, H.M. radio, 4,000 miles only.
TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. (5538)
GUY SALMON AUTOMOBILES, Ltd., offer:

1949 Riley 1½-litre saloon, mileage 10,000, black with red leather throughout; £1,275.—Portsmouth Rd., Thames Valley, Emsbury 551-2-3.
PERFORMANCE CARS, Ltd., 67, 69, The Old Mill, Uxbridge, Middlesex, Ham. 5707.—See our main advert. under Sports Cars. (4543)
SUSSEX specialists for reconditioned Riley cars, repairs, spares, Levens Motors, Ltd., Lewes. (4543)

1949 Riley 1½-litre saloon, ivory, with green leather, H.M. radio, 4,000 miles only.
TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. (5538)
GUY SALMON AUTOMOBILES, Ltd., offer:

1949 Riley 1½-litre saloon, ivory, with green leather, H.M. radio, 4,000 miles only.
TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. (5538)
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TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. (5538)
GUY SALMON AUTOMOBILES, Ltd., offer:

RIPCO, Ltd., wish to purchase Riley cars, all models, 18, Albemarle St., W.1. Regent 2952-4. (1480)

CASH buyers of low-mileage 1½-litre Rileys, distance no object.—Haltions, Lord St., Southport, Tel. 2268
WANTED, 1937 Riley 1½-litre; 1940 Morris 10 exchange; cash adjustment.—Smith, 10, East Park Parade, Northampton. (5834)

MOTORISTS (LONDON), Ltd., are immediate cash buyers of post-war Riley saloons.—Great North Rd., 6, Finchley, London, N.4, Tudor 2301-2. (1735)
URGENTLY required, low mileage 1947-9 Riley 1½- or 2½-litre saloons.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. (6395)

URGENTLY required, 1937-8 Riley Kestrel, Falcon or Adelphi saloon, good price for good car.—Tel. Guy Salmon Automobiles, Thames Ditton, Emsbury 5551-2-3. (5265)

Riley Spares and Service
ARCOT MOTORS, Ltd.

ARCOT MOTORS, Ltd.—Preselector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. (0238)
BROWN & CARTER, Ltd.

RILEY distributors.—Spares and specialised service.—Castelnau, Barnes, S.W.13. Riverside 4444. (10147)
PERFORMANCE CARS for pre-war Riley spares, repairs.—Daleham Mews, N.W.3. Hampstead 9707
HARTLEY'S for Riley spares and service.—168, 171, Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2244-5. (0246)

WARD & Co. (PUTNEY), Ltd., coach and mechanical repairs, quick and efficient service.—38, Felsham Rd., Putney, S.W.15. Put. 5751-2-3. (0892)
DEX KEATE, Sharnhurst Lane, Botley, Southampton, specialise in Riley spares and service.—168, 171, Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2244-5. (0246)

W repairs, quick and efficient service.—38, Felsham Rd., Putney, S.W.15. Put. 5751-2-3. (0892)
R on, specialise in Riley spares and service.—168, 171, Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2244-5. (0246)

WHEN in the West consult the Riley specialists; comprehensive stock of spares and immediate attention.—Passey Motors, Ltd., 176, Kellaway Ave., Bristol 7. Tel. 43069. (0254)
RILEY distributors for 29 years.—Comprehensive list of spares; quotation and advice invited; send your engines for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa, Tel. 67. (1256)

RILEY CARS SERVICE (LONDON), Ltd., carry the R largest stock of Riley spares in the country; special equipment for mechanical and coach repairs.—Carkers Lane, Highgate Rd., London, N.W.5. Gul. 5446. (10092)

ROLLS-ROYCE
H. R. OWEN, Ltd., 17, Berkeley Street.

GREAT BRITAIN'S leading specialists in Rolls-Royce and Bentley cars.
PROUD members of the Swain Group.

A National Motoring Organisation
1934 Rolls-Royce 20/25 2-dr. sedan coupe with red hide upholstery. Ref. H.4531.
1935 Rolls-Royce Phantom II sports saloon with division, by Hooper, colour black with blue leather upholstery, two side-mounted spares, disc bumpers front and rear. Ref. H.4478.

1936 Rolls-Royce Phantom III sedan de ville by Gurney Nutting, colour black with brown leather upholstery, two side-mounted spares with covers, twin disc compacts to rear, picnic tables, one for lamp, wing mirror. Ref. H.4495.
1937 Rolls-Royce 25/30 sedan de ville by H. J. Mulliner, colour black with brown hide upholstery, heater, electric rear blind, twin wing mirrors.

1938 Rolls-Royce 25/30 sports saloon by Thrupp & Maberly, colour black with brown hide upholstery, heater, electric rear blind, twin wing mirrors. Ref. H.4895.
1938 Rolls-Royce 25/30 sedan de ville by H. J. Mulliner, colour black with fawn hide, complete and picnic tables, radio. Ref. H.2072.

ALL cars carry our unique six months' guarantee. Please write or phone for details to:—
H. R. OWEN, Ltd., 17, Berkeley St., London, W.1
Tel. Mayfair 9060 (10 lines). (5592)

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.
ROLLS-ROYCE Phantom III, body by Windover, first reg. March, 1937, colour deep maroon, brown leather interior, 2885 mechanical overhaul Nov. 49, certified by Rolls-Royce, recolloured, car as new; £2,000.
W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. (2836)

RIPON
RIPON
RIPON BROS., Ltd.

NORTHERN Rolls-Royce specialists since 1905.
1937 ph. III 7-seater limousine by Rippon, black with fawn West of England cloth, very small mileage.
1936 touring limousine by Rippon.

1935 ph. II drop head coupe by Gurney Nutting, excellent condition.
1934 25hp 4-door sports saloon by Rippon.
1930 25hp 7-seater limousine by Rippon.

YOU can buy with confidence from the largest distributors.
RIPON BROS., Ltd., Huddersfield 6340 (5 lines). (0905)
CAR MART, Ltd.

ROLLS-ROYCE 1939 Wraith 7-seater limousine by H. J. Mulliner, 38,000 miles, £2,850.
CAR MART, Ltd., 150, Park Lane, W.1. Grosvenor 3434. (5652)
1934 Rolls-Royce 20-25 limousine, superb order.

GUY ALFREDS & Co. Ltd., 6-7, Warren St., W.1. Euston 3263. (5760)

JACK BARCLAY, Ltd.

LARGEST Official Retailers of Rolls-Royce and Bentley stock list of used models on request to St. George St., Hanover Sq., London, W.1. Tel. Mayfair 7444. (10065)
PADDON BROS., Ltd.

ROLLS-ROYCE specialists 40 years
PICKED selection small Rolls-Royce saloons and limousines in perfect condition, please see for list and booklet
60, Cheval Place London S.W.7 Kensington 9477. (0097)

J. COMPTON offers:—
1934 (September) Phantom II owner-driver sedan-cab with division, excellent condition throughout, leather upholstery throughout ideal family car; £700.
1929 Phantom I 7-passenger landaulet, face forward seats leather upholstery throughout, reconditioned throughout, including coachwork; £340
PHANTOM I 7-passenger limousine, face forward seats, a very fine car, in first-class condition throughout; £250.
ALL the above cars are guaranteed 12 months.

COMPTON, 69, Westow St., Crystal Palace S.E.9. Livingstone 3562. (14259)
JACK OLDING, of Mayfair.

OFFICIAL Rolls-Royce and Bentley retailers.
OFFER—
SILVER Wraith Hooper Touring limousine, finished in gunmetal with brown leather upholstery, as new, mileage 300, first registered June, 1949.
SILVER Wraith Hooper touring limousine, finished in black with beige leather, under 600 miles, first registered September, 1947, immaculate condition.

25-30 Mulliner, finished black with beige leather to rear and black to front, immediate delivery, first registered May, 1937.
20-25 black with blue leather, first registered April, 1935; £995.
DETAILS of new and used Rolls-Royce cars for reasonable delivery on application.
UDLEY House.

NORTH Audley St., W.1. Mayfair 5242. (5821)
CLAND & TABOR, Ltd., offer:—
1936 25-30 Rolls-Royce saloon by H. J. Mulliner, fully disappearing partition, black, brown leather, speed 55,000 miles, immaculate throughout; £1,550.
APPLY North Road Garage, Welwyn 481. (5618)

HAROLD RADFORD & Co. Ltd.
INVITE you to call and inspect their unique selection of Rolls-Royce cars.
1937 (October) Rolls-Royce Phantom III 4-light limousine by Barker, with sunshine roof and large built-in luggage boot, licence surrendered in 1939 and car unused until May, 1949, mileage 21,270, black and brown with beige leather upholstery, a specimen car, indistinguishable from new throughout.

1938 (April) 25-30 Rolls-Royce limousine by Park Ward, black, brown leather in front, low mileage, recently reconditioned and in immaculate condition throughout, chassis GGR 23.
1939 Rolls Wraith 4-light razor-edge saloon with disappearing division and built-in boot by Windover, black with black leather in front and cloth at rear, mileage 33,500, in beautiful condition throughout.

HAROLD RADFORD & Co. Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines).
MASCOT MOTORS, Ltd., offer the following:—
1938 30hp Barker 4-light owner driven saloon.
1935 25hp Hooper sports saloon.
1934 25hp Park Ward 4-light owner driven saloon.
1933 25hp Thrupp and Maberly 7-seater limousine.
1933 25hp Hooper sports saloon.
1930 25hp H. J. Mulliner owner driven saloon.

WE are anxious to purchase 20hp and 25hp Rolls-Royce and 3½-litre Bentleys with all types of coachwork.
MASCOT MOTORS, Ltd., 237, Kennel Rd., Ladbroke Grove, W.10. Ladbroke 1231/2. (5573)
FOX, officially appointed retailers of Rolls-Royce and Bentley cars.

1939 First reg. 1944 Thrupp and Maberly sports saloon with division on Rolls-Royce Wraith chassis, black, brown leather upholstery, cocktail cabinet, beautiful condition; £2,750.
H. A. FOX & Co. Ltd., 3/5, Burlington Gardens, London, W.1. Regent 7687. (5572)
1949 Rolls-Royce Silver Wraith foursome drophead coupe, 6,000 miles; also
1938 Rolls-Royce 25/30 Barker 4-door saloon; £1,850; also
1937 (July) Rolls-Royce Phantom III sports saloon, built-in boot; £1,600.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 6668. (6006)
ROLLS-ROYCE, engine overhaul; £375.—Carr's Garage Tavistock, Ltd., Tel. 102.
25/30 Rolls-Royce Hooper limousine, landaulet, 44,000 miles, superb throughout.

GUY ALFREDS & Co. Ltd., 6-7, Warren St., W.1. Euston 3263. (5760)
1934 25hp Rolls-Royce Park Ward full length saloon, black, brown leather upholstery.
1932 25hp Rolls-Royce Hooper sports saloon, black, green leather upholstery.
PADDON BROS., Ltd., 60, Cheval Place, South Kensington, London, S.W.7. (Ken. 9477-8.) (5552)
ROCHE SIMONS & Co. Ltd.—1935 Rolls-Royce 7-passenger limousine by Windover, leather throughout; £1,395.

1934 Rolls-Royce 20-25 7-passenger face forward car; £256.
94 St. Portland St., W.1. Lan. 1343. (5629)

Riley Cars Wanted

CAR MART, Ltd., wish to purchase Riley cars.—150, Park Lane, W.1. Grosvenor 3434. (0969)

ROWLAND SMITH'S, the Riley buyers.—Hampstead Rd. High St. (Hampstead Tube). Ham. 6041. (0983)
DICKS CAR SALES, Ltd.

DICKS CAR SALES, Ltd., 395-401, High Rd., Kilburn, N.W.6, Maids Vale 6889-9. (5730)
PERFORMANCE CARS (Ham. 5707). Daleham Mews, London, N.W.3, pay cash for all models. (17890)
BLACKES Riley distributors, will purchase any good Coventry Riley cars.—110, Bold St., Liverpool 1. Tel. Royal 6622. (57735)

JACK ROSE Ltd., require low-mileage Riley cars. 1 Jack Rose Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. (57672)

1928 20/22 Rolls-Royce 7-seater limousine, in good condition throughout, reasonable cost.—Northwood 2555. [6047]

OWNER-DRIVER 1935/25hp Barker Coachwork 4-door Saloon, bucket seats, large boot, modern lines, delightful condition, exceptional carriage.—Below.

OWNER-DRIVER 1934 Phantom Rolls 4-door Barker Sports Saloon, bucket seats, leather, capacious boot, attractive lines. Seen:—Alpe & Saunders, Providence Court, Grosvenor Square. 2941-Mayfair. [5683]

EDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth, Tel. 1272-5, officially appointed Rolls-Royce retailers and repairers; reliable used cars in stock. [4971]

1929 20hp landaulet, body very rough indeed but chassis excellent runner, private owner, taxed year, £150.—Basingstoke Motor Co., Basingstoke. Tel. 477. [5747]

1930—Rolls-Royce 20hp chassis, 1930-31, excellent condition throughout, regularly maintained and serviced.—209, Northolt Rd., S. Harrow, Byron 3666. [5770]

ROLLS Phantom II, Gurney Nutting sports saloon, excellent order, well maintained; £550.—Frank Dale, 66, Princes Gate Mews, Exhibition Rd., S.W.7, Kensington 6860. [5273]

1927 Rolls-Royce, rebuilt entirely with new Countryman saloon, modern lines, unused since 1927. L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon, Addiscombe 3068. [2738]

CHASSIS 1935 Long Phantom (PY Series) 6-wheeler, 12 disc, wings, call up, exceptional, immediate delivery. £395.—Bryan, 2 Providence Court, Grosvenor Square, 2941-Mayfair. [5681]

1928 Rolls-Royce limousine, 20hp face-forward chassis, amazing condition; £395.—Clayton's Cars (London), Ltd., 337, Euston Rd., N.W.1, Tel. No. Euston 5228 (5 lines). [5580]

LMOUSINES, 20-25 & 25-30hp, roomy Hooper limousines, 12 disc, wings, call up, ex-curve, £1,000; exchanges; hire purchase.—Lawton-Goodman, 36, North Audley St., W.1, Mayfair 3360. [5304]

1934 Rolls-Royce 20/25 limousine by Barker, 12 disc, wings, call up, really magnificent condition, part exchange and deferred terms.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2, Tel. 3588. [5807]

25-30hp 1936 Rolls-Royce, fitted with a very smart 4-light sports saloon by Park Ward, colour black, leather upholstery, just had complete overhaul, £1,550.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [5804]

1936 (September) Rolls-Royce 25-30 saloon, with disappearing division, Barker body, finished most attractively, blue and black, blue leather upholstery, H.M.V. push-button radio.—Wards of Putney, 72, West Hill, S.W.15, Vandyke 1533. [1743]

HOOPER & Co. (COACHBUILDERS), Ltd., 54, St. James's St., S.W.1, offer advice on the purchase of new and second-hand cars, and will be pleased to show customers round their factory at Western Ave., Acton, W.3. Official Rolls-Royce and Bentley retailers. [5676]

1937 Rolls-Royce Phantom III razor-edge saloon by H. Mulliner, disappearing division (identical to 1950 Wraith), black, lawn leather, heater, exceptional car; exchanges, terms.—Swanmore Garage, 1176, Christchurch Rd., Bournemouth. Tel. Southbourne 1062. [6114]

1938 Rolls-Royce 25/30 four-light superb design sports saloon by Mulliner, unscratched, immaculate, chassis, 12 disc, wings, new tyres, mileage 45,999; best offer over £1,750 accepted.—Bayliss, 27, Mitchell Park Rd., Edgmont, Birmingham. Tel. 2640. [5473]

1937 (first read, June 8th) 51hp Rolls-Royce Phantom III enclosed drive 6-str. limousine, swept-back body by Hooper, drop division, sun roof to driver's seat, cushion covers, best Bedford cord rear, colour black/white lining; original tyres on road wheels, new tyre on spare; one owner only; genuine mileage 12,000; beautifully and tastefully fitted throughout; comprehensive equipment includes P.100 headlamps, centre for lamp, front and rear bumpers, Ace discs, concealed rear luggage grid, etc.; in truly magnificent condition in every respect. £2,500.—J. C. Alexander, Ltd., 190, Deansgate, Manchester. J. 3. Tel. Deansgate 4795-6. [5567]

A&S (Limousine Specialists) offer unique selection of Rolls-Royce (swept tail) Limousines, widest occasional, black, exceptional, private. [5683]

LMOUSINES 1935 (ride control) Phantom (swept tail) widest occasional, black, 42,000, immaculate, partition, black, 35,000 (unused 10 years), swept tail, immaculate. Seen:—Alpe & Saunders, Providence Court, Grosvenor Square. 2941-Mayfair. [5684]

LMOUSINES 1938 Thrupp 30hp, partition, widest forward black, genuine 15,000, meticulously maintained, reasonable cost. [5304]

LMOUSINES 1935 Phantom II Barker, black, widest occasional, partition, exceptional condition; £1,170. [5273]

LMOUSINES Wraith 1939 Windower, 30hp Double Enclosed, forward occasional, 30,000, black, meticulously maintained, beautiful carriage.—Below.

LMOUSINES 1939 Wraith 30hp Thrupp, widest occasional, partition, black, genuine 11,000, magnificent condition. Seen:—Alpe & Saunders, Providence Court, Grosvenor Square. 2941-Mayfair. [5684]

ALPE & SAUNDERS always purchase Rolls-Royce, 14 Limousines displayed. Seen:—Providence Court, Grosvenor Square. 2941-Mayfair. [5684]

Rolls-Royce Cars Wanted

S GOUR demand is urgent.

OWNERS who have Rolls-Royce cars for disposal are invited to communicate with the Swain Group of Companies London office, H. R. Owen, Ltd., 17, Berkeley St., W.1, Tel. Mayfair 9060. Head Office, Hoffmann's Garage, Ltd., Huddersfield Rd., Halifax, Yorks. Tel. Halifax 5944. [5016]

C M THE CAR MART, Ltd., wish to purchase Rolls-Royce cars.—320, Euston Rd., N.W.1, Euston 1212. J. MARSHALL. [5683]

WANTED Rolls-Royce 20/22 and 20/25, all types of coachwork, any condition. [5683]

J MARSHALL, 689, St. Albans Rd., Watford, Tel. Garston 2369. [5975]

WANTED Rolls-Royce P.II, complete or otherwise, reasonable price.—Roseleigh, Deen Oak Lane, Leigh, Reigate, Surrey. [4702]

ROWLAND SMITH'S, the Rolls-Royce buyers.—Hampstead High St. (Hamstead Tube), Hays, 6081. [5977]

1934 7/25/30hp Rolls-Royce sports saloon wanted. Speedwell 1242. [5977]

A&S always purchase modern 25/30hp Sports with boot, also 2-passenger 25/30hp Limousine 1933/1948. [5977]

A&S recently require Phantom II also Phantom III Saloons; also 7-str. Limousines. Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair-2941. [6083]

CENTRAL GARAGE, Croydon, wish to purchase over 500 official Rolls-Royce and Bentley retailers are interested in the purchase of Rolls-Royce cars in first-class condition. Mayfair 5243. [6015]

BROADWAY MOTORS Co. require elderly Rolls-Royce cars, particularly 21.6hp and 25.3hp types.—3-13, Russell Rd., Wimbledon, Liberty 2494. [6696]

WE are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise.—Compton, 65, West St., Crystal Palace, S.E.19, Liv. 3362. [7457]

RIPON BROS., Ltd., the Northern Rolls-Royce specialists, speed retailers and repairers, wish to buy good late model Rolls-Royce.—Huddersfield 6340 (5 lines). [0115]

THE BASINGSTOKE MOTOR CO., Ltd., wish to purchase late 20hp and early 20/25 and late Phantom II, particularly cars with open coachwork.—By-Pass Rd., Basingstoke [2839]

JACK CLING, Ltd., 8-10, North Audley St., W.1, official Rolls-Royce and Bentley retailers are interested in the purchase of Rolls-Royce cars in first-class condition. Mayfair 5243. [6015]

CHARLES FOLLETT, Ltd., Officially appointed retailers, buy good late cars.—18, Berkeley St., W.1, May. 6266. Service works and stores: 12, Wellesley Ave., W.6, Ave. 1413. [8369]

ROLLS-Royce Phantom III owner-driver saloon by D. Mulliner, 12 disc, wings, call up, condition Harold Radford & Co., Ltd., Melton Court, South Kensington S.W.7, Tel. Kensington 6642 (5 lines). [5776]

Rolls-Royce Spares and Service

JACK BARCLAY, Ltd., Largest official retailers and repairers of Rolls-Royce cars, servicing or complete overhauls, mechanical or coachwork. Large stocks of spares for all models. [6023]

WORKS—Lombard Rd., Morden Rd., Merton, S.W.19, Liberty 7222 (8 lines) [70625]

W. M. COOPER, Ltd., Catherine St., St. Albans 4343. [5977]

SPARES and service. The only officially appointed Rolls-Royce special retailers and repairers in the county of Hertfordshire. [6023]

CHARLES FOLLETT, Ltd., Officially appointed retailers and repairers. [6023]

SHOWROOMS: 18, Berkeley St., W.1, May. 6266. [8369]

SPARE PARTS.

SERVICE: 12, Wellesley Ave., W.6, Riv. 1413. [8369]

CENTRAL GARAGE, Croydon, specialists in servicing, complete overhauls, mechanical or coachwork, for all Rolls-Royce and Bentley models.—Central Garage, Tel. Croydon 7464. [5977]

H. A. FOX & Co., Ltd., officially appointed retailers and repairers, 3-5, Burlington Gardens, London, W.1. Tel. Regent 7018. Service works: 212, New Kings Rd., Fulham, London, S.W.6, Tel. Renown 3866. [0446]

ALL spares for 20 and 25hp Phantom I and Phantom II chassis; also reconditioned replacement engines, guaranteed for 12 months, for the above models. [5977]

REPAIR service at reasonable charges; also wheels, tyres, etc.—Compton, 65, West St., Crystal Palace, S.E.19 Liv. 3362. [6023]

OVER 10

£290 or by instalments, 1937 Rover 10hp saloon, 3 months' written guarantee; £290.—Stuart Wilton, 353, Finchley Rd., N.W.3, Hampstead 5712 and 5713. [6140]

1947 Rover 10 4-door saloon, almost unmarked, inside and out, speedometer recording 15,000; accept £985.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey, Wallington 6677-8. [5228]

OVER 12

BOON & PORTER, Ltd.

1947 Rover 12 saloon, black, cloth upholstery with loose covers, several extras, low mileage, exceptional condition; £995. [5954]

CASTELNAU, Barnes, S.W.13, Riverside 4444, By. [5954]

1934 Rover 12 saloon, excellent mechanical condition, three new tyres, taxed; £185. [5359]

X. L. SERVICE STATION, Kingston Vile, S.W.15. [5359]

OVER 12 sports saloon, 1935, good condition, everything in working order; £200.—Tel. Car 5280. [5359]

£545—1938 Rover 12 6-light saloon, black, engine recently reconditioned, 5 very good tyres, immaculate condition throughout. [5359]

MAKIN & HARRISON, Ltd., 492-6, High Rd., Chiswick, W.4, Tel. Chis. 0558/2619. [5982]

1938 12hp Rover sports saloon, overhauled last year, bodywork perfect, excellent condition. Palmer, Kingsbridge Rd., Newbury, Tel. 218. [6051]

1947 Rover 12 sal., 12,000 miles, black/brown, radio many extras.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2, Temple Bar 3338. [5975]

1946 (December) Rover 12 saloon, black, brown leather, excellent condition throughout; £925.—Dobson, Ltd., Rover Agents, Staines, Middlesex, Tel. 801. [5098]

1939 Rover 12 saloon, black, green interior, excellent engine, good tyres, very good condition throughout; £545.—Briset Motors, Ltd., 634-636, Mile End Rd., Bow, E.3, Advance 1517. [5667]

CEDARS GARAGE—All our used cars are carefully selected, tested and overhauled in our workshops before they are offered for sale with a 3 months' written guarantee and 2 free after-sales service. [5977]

1939 Rover 12, black with brown leather, 39,000 miles from new; £625. [6139]

CEDAR GARAGE, Lee Terrace, Lewisham, S.E.13, Tel. Lee Green 2920. [6139]

1947 Rover 12 saloon, black, brown leather upholstery, low mileage, one owner, car as new throughout; £545.—Briset Motors, Ltd., 634-636, Mile End Rd., Bow, E.3, Advance 1517. [5667]

£595—1939 Rover 12 de luxe saloon, really genuine, original condition, bodywork absolutely spotless, interior original and unmarked; we mean this is one of the best specimen cars we have had to offer; sold with Lamb's three point charter, written guarantee, hire purchase, exchanges. [5975]

LAMBS of Wood Green, Caxton Rd., N.22, Bowes Park 4144. [5950]

ROVER 14

£335—1936-7 Rover 14 sports saloon, absolutely immaculate inside and out, guaranteed. Value Cars, Ltd., 362, Upper Richmond Rd., E. Sheen. [5977]

1937 Rover 14hp saloon, completely reconditioned and reconditioned, £450.—L. F. Dove, Ltd., Mid-Surrey Car Centre, Guildford Rd., Woking, Tel. 1282. [6480]

13500 authenticated miles.—1947 (November) Rover 14 6-light saloon, indistinguishable new.—Lionel H. Pugh, 13-14, Brooks Mews, W.1, Mayfair 4433. [1788]

1947 one owner, H.M.V. radio, spotless condition, £1,050; exchanges.—B. & H. Motors, 1468 High Rd., Whitstone, London, N.20, Hilsdale 6671. [5980]

1938 comprehensive overhaul by makers, including new engine; £425; part exchanges and hire purchase.—Economy Car Service, Rickmansworth, Tel. 3328. [5328]

1947, mileage 21,000, car serviced and oil changed every 1,000 miles, subject to A.A. or other inspection, coachwork unscratched and as new, tyres all round; inspection by appointment; best offer over £1,000.—21, Tynning End, Bath, Tel. 5561. [5494]

OVER 16

ACE SERVICE STATION (LONDON), Ltd., offer:—

1948 registered Rover 16hp sports saloon, colour maroon, low mileage; £1,250. [5980]

NORTH London, 373, Euston Rd., N.W.1, Euston 6811. [5980]

£375—Rover 16 saloon 1938, smartly finished, black and blue. [5980]

WADCOL, MOTORS, 150, West End Lane, N.W.4, Hampstead 1177. [5980]

CORDON CARS (LONDON), Ltd.—1947 Rover H sports saloon, black-brown leather, exceptional.—Gordon House, 373, Euston Rd., N.W.1, Euston 6811. [5980]

1947 (July) 16 Rover 4-light sports sal., 7,000 L.S. 6, miles, grey, blue leather, as new.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2, Temple Bar 3338. [5975]

1947 Rover 16hp 6-light saloon, black/brown leather, 12,000 miles, fitted radio, perfect; £1,300.—L. F. Dove, Ltd., Mid-Surrey Car Centre, Guildford Rd., Woking, Tel. 1282. [4541]

£495—Magnificent Rover 16 de luxe saloon, interior literally immaculate with original unmarked roof lining and carpets, mechanically excellent, will cruise effortlessly and silently at 65 to 70 miles per hour, this vehicle has literally been wrapped in cotton wool all its life and appears as though it has just left 1937 Motor Show; sold with Lamb's, three point charter, written guarantee, hire purchase, exchanges. [5975]

LAMBS of Wood Green, Caxton Rd., N.22, Bowes Park 4144. [5950]

OVER 60 & 75

TOM GARNER, Ltd., offer:—

1949 Rover 60 sports saloon, black, with grey leather, 12,000 miles. [5980]

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2, Blackfriars 9665-6. [5980]

WARWICK WRIGHT, Ltd., offer:—

1948 Rover 75 six-light saloon, black, red leather, 7,000 miles; £1,550. [5976]

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1, Mayfair 9761. [5976]

MANN EGERTON & Co., Ltd., offer:—

1948 Rover 75 sports saloon, grey with red leather upholstery, sunshine roof, mileage 10,000; £1,525. [5975]

14 Berkeley St., London, W.1, Regent 2073. [5618]

OVER 75, June 1948, 12,000 miles, fitted radio and heater, perfect condition; £1,295.—Bonallack & Sons, Nursery Lane, 27, Cranwood 2464. [5968]

1948 (Dec.) Rover 60 sal., black/grey, 10,000 miles, radio, exc. cond.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2, Temple Bar 3338. [5975]

1948 (Dec.) Rover 75 6-light sal., 10,000 miles, black, red leather, as new.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2, Temple Bar 3338. [5975]

OVER MISCELLANEOUS

HENLYS, Ltd.

ENGLAND'S Largest Rover Distributors

SELECTION of all models at attractive prices

DEVONSHIRE House, Piccadilly W.1 (Grosvenor 2287).

ONLY House, 385, Euston Rd. N.W.1 (Euston 4444).

DEPOTS at—

MANCHESTER (Blackfriars 7048)

BRISTOL (Bristol 21326)

Bournemouth (Bournemouth 6314)

NORTHAMPTON (Northampton 907)

CAMBERLEY (Camberley 775)

STREATHAM (Streatham 7751)

HOUNSLOW (Hounslow 3454)

FINCHLEY (Finchley 0061)

GREAT WEST RD. (Ealing 3477)

GAMDEN TOWN SERVICE STATION (Gulliver 4141)

HENLYS, Ltd., England's Leading Motor Agents [10029]

BROOKLANDS

1949 Rover 60 saloon, finished black, red leather, small mileage. [5980]

1947 Rover 16hp saloon, fitted wireless, heater and many extras, exceptional condition throughout. [5980]

1947 Rover 14hp saloon, black with Bedford cord, speedometer reading 8,000 miles. [5980]

103, New Bond St., W.1, Tel. Mayfair 8351-6. [5908]

CAR MART, Ltd.

OVER 10 1946 saloon, 16,000 miles; £895. [5980]

OVER 12 1947-8 touring car, 5,000 miles; £1,095.—Car Mart, Ltd., 320, Euston Rd., N.W.1, Euston 1212. [5653]

COOMBS & SONS (GUILDFORD), Ltd.

OFFER:-

- 1948** Rover 16 black saloon, mileage 18,000, excellent condition
1947 Rover 16 sports saloon, blue, really good car.
 WE welcome any inspection.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth

- 1948** Rover 75, unblemished condition, low mileage; £1,385.—Below.
1946 Rover 14 6-light, beautiful condition; £890.—Below.
1939 Rover 16 6-light, very fine order; £630.—Below.

SMITH & HUNTER, 376, Kensington High St., W.14

Western 2312. [5685]

BEARDS, of Kingston, Rover specialists, sales, spares

Repairs.—102, London Rd., Kingston Kingston 3348

R. P. POWELL MOTORS, Ltd., for Rover Cars

East London main agents, 321 Romford Rd., Forest Gate, E.7. Maryland 4818-9. [0701]

CAMDEN MOTORS—Rover 15hp saloon de luxe, May

1947, one owner since new, small mileage, most immaculate condition, fully guaranteed in writing; £395.

CAMDEN MOTORS—Rover 14hp sportsman's saloon,

1939, in completely original condition throughout and a really first-class example, black cellulose and brown leather interior scrupulously maintained, mechanism

this Rover is very difficult to fault, engine, transmission and gear box exceptionally quiet, performance is smooth but powerful, steering light but positive; one of the very best pre-war Rovers we have handled; £595.

CAMDEN MOTORS—Rover 14hp saloon de luxe, late

type model with makers' wheel discs and several post-war top mechanical order; £650.

CAMDEN MOTORS—Rover 14hp saloon de luxe, 1937,

in condition rarely encountered in a car of its year, immaculate Rover grey finish with blue leather interior, etc. owned since 1936, maintenance and service by county Rover distributors, all tyres recently renewed; £455.

CAMDEN MOTORS—Rover 14hp saloon, 1936, splendid

run, with sound coachwork and chassis, several useful extras, opportunity at £285.

CAMDEN MOTORS—Rover 12hp saloon de luxe, 1946,

immaculately finished black with brown leather, a small mileage, one owner Rover which has been scrupulously maintained since new, superb engine; £395.

CAMDEN MOTORS—Rover 12hp saloon de luxe, 1939,

finished used green, excellent condition throughout, engine recently extensively overhauled by Rover specialists, tyres as new; £625.

CAMDEN MOTORS—Rover 10hp saloon de luxe, 1940,

all late type post-war features, clean condition, sound engine; £565.

CAMDEN MOTORS—Rover 10hp 4-door saloon, 1932,

one of the very good old timers, sound and economical runner; opportunity at £295.

CAMDEN MOTORS, Rover Specialists, Lake St., Leighton

Buzzard, Beds. Tel. 2041-2-3. Write for our 18-page post-free catalogue and details of our free delivery service, refund of additional petrol tax for 2,000 miles of motoring, refund of purchasers' fares, etc. Easy and confidential hire purchase facilities; part exchange. Showrooms open 9 a.m.-8 p.m. six days a week. [5962]

TANKARD & SMITH, Ltd., offer 1937 Rover 6-light

saloon, in black with brown leather, good appearance, excellent running order; £385; 3 months' written guarantee; also 200 guaranteed used cars of all makes.—Below.

TANKARD & SMITH, Ltd., offer 1939 Rover 14 6-light

saloon, in black with brown leather, recent extensive overhaul, whole car in very good condition; £500; 3 months' written guarantee; also 200 guaranteed cars of all makes.—Below.

TANKARD & SMITH, Ltd., offer 1939 Rover 16 sports

saloon, in silver with brown leather, an excellent car in every respect; owner requires larger car; £565; 3 months' written guarantee; also 200 guaranteed cars of all makes.—198, Kings Rd., S.W.3. Tel. Fickman 6801-2-3. [5630]

Rover Cars Wanted

THE CAR MART, Ltd., wish to purchase Rover cars.—150, Park Lane, W.1. Grosvenor 3434. [0971]

HENLYS, Ltd.,

ENGLAND'S Largest Rover Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor

2287.)

HENLY House, 385, Euston Rd., N.W.1. (Euston

4444.)

GREAT WEST RD. (Killing 3477.)

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's leading Motor Agents.

[0030]

ROWLAND SMITH'S, the Rover buyers.—Hamstead

High St. (Hamstead Tube). Ham. 6041. [C.S.]

DICKS CAR SALES, Ltd.

THE Rover buyers.

DICKS CAR SALES, 385-401, High Rd., Kilburn,

N.W.6. Maids Vale 5688-9. [5729]

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition, pre-war and post-war Rover cars; offers appreciated.—Portsmouth Rd., Guildford, Tel. 6207-2. [6138]

URGENTLY required, good pre-war Rover.—Hatfield,

154, Gt. Titchfield St., W.1. Langham 0012.

PRE-WAR Rover cars in good condition wanted.—

Vandervells, 215, Haverscroft Hill, N.W.3. Primrose 4441. [3229]

JACK OLDING, Ltd., 8-10, North Audley St., W.1.

Retailers, require cars in first-class condition. Mayfair 5242. [0816]

A. BONS, of Barking, purchase for cash post-war

Rovers.—105-7, Longbridge Rd., Barking. Tel. Rippleway 1235. [0494]

BLAKES, Rover agents, will purchase any non-

Tel. Royal 6622.

JACK ROSE, Ltd., require low mileage Rover cars.—

Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 8674-5. [0776]

CASH buyers of low-mileage Rover 10s, 12s, 14s, 16s,

60 and 75; distance no object.—Huttons, Lord St., Southport. Tel. 2265. [0800]

A. of your Rover if wishing to sell.—75, Manningsham

Lane, Bradford. Tel. 2857-3. [0215]

MOTORISTS (LONDON), Ltd., are immediate cash

buyers of post-war Rover saloons.—Great North Rd., E Finchley Station, N.2. Tudor 3501-2. [7396]

WANTED privately, 1938-9-40 Rover, 16 saloon or

sports, in first-class condition.—London, Sunninghill Farm, Shirehampton, Bristol, Avonmouth 396. [6048A]

DAVID ROSEFIELD, Ltd., Rover Distributors,

are anxious to buy small mileage Rover cars, Rover 16, 14, 12, 10, 8, 7, 6, 5, 4, 3, 2, 1, 0. [0554]

CAMDEN MOTORS, Ltd., require to purchase Rover

saloons and drop head coupes—powers in good clean condition, 1938-40; write, call or tel., stating price required. [0554]

CAMDEN MOTORS, Ltd., Lake St., Leighton

C. Buzzard, Beds. Tel. 2381 & 3115. [4602]

RAYMOND WAY, the hire-purchase specialists, are

still buying pre-war Rovers, any model, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 (10 lines). [5843]

Rover Spares and Service

DRY'S GARAGE, Ltd., Kenton Rd., Kenton, Rover main agents. Sales and service: Wordsworth 1143

LEIGH PARK MOTORS, Ltd., Detach Slough Road

Rover distributors for spares and specialised service.—Tel. Detach 54. [7127]

P. F. FOWLER (MOTORS), Ltd., East London main

dealers for Rover sales, service and spares.—321 Romford Rd., Forest Gate, E.7. Maryland 4818-9. [0403]

DAVID ROSEFIELD, Ltd., Rover Distributors,

are anxious to buy small mileage Rover cars, Rover 16, 14, 12, 10, 8, 7, 6, 5, 4, 3, 2, 1, 0. [0555]

BLACKFRIARS 2302. SINGER

CAR MART, Ltd.

SINGER 1948 Super 10 saloon, 3,000 miles; £735.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [5654]

TOM GARNER, Ltd., offer:-

Singer 5M 1500 saloon, blue, with beige leather, 6,000 miles. [5540]

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2

Blackfriars 2685. [5540]

1939 Singer 9 saloon, excellent condition

—Autoparts, 5, Balham High Rd., Balham 1509. [5955]

£145.—A really exceptional Singer 9 4-door saloon

1935 but completely original and in much above average condition.—Garrad Motors, 132b, Uxbridge Rd., Hanwell, W.7. Ealing 4635. [5961]

1948 Singer 9 4-door saloon, black, one owner,

mileage, ready for immediate use; trade and part exchange enquiries invited.—G. P. Morley, Ltd., 53, Streatham Hill, E.15. Fulham 4480. [5936]

£525.—Singer 9 4-seater sports roadster 1946

immaculately finished red, with red leather, limited use by one careful owner since new who has

maintained car in scrupulous fashion.—See below. [5959]

£295.—1939 Singer 9hp Bantam saloon de luxe,

finished dark blue with real leather interior to match exceptional and most economical little runner.—Camden Motors, Lake St., Leighton Buzzard, Beds. Tel. 2041-2-3. Easy and confidential hire purchase facilities; part exchange; free delivery; write for our 18-page post-free stock list. [5959]

165 gns.—Singer 9, 1935, Le Mans sports 4-seater,

maroon, requires attention; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, (Hamstead Tube). Ham. 6041. [0986]

1935 Singer 9 Le Mans super sports, two-seater,

twin spares, red with silver wheels, good hood and side curtains, fast, nice condition; £225; terms and exchanges.—Seldon Row, Garage, Seldon Rd., Crofton, Surrey. Tel. Crofton 5470. [6143]

NAYLOR & ROOT, Ltd.—1949 Singer 1500 saloon,

green, fast upstart, low mileage, equal to new throughout; £295; three months' guarantee; choice of 250 quality cars; demonstrations free within 100 miles; terms available.—25, East Hill, Clapham June, S.W.18. Batt. 5272. Open 9-6 each week day including Saturday. [5129]

Singer Cars Wanted

ROWLAND SMITH'S, the Singer buyers.—Hamstead

High St. (Hamstead Tube). Ham. 6041. [0986]

RAYMOND WAY, the hire purchase specialists, are

still buying Singers and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 (10 lines). [5129]

Singer Spares and Service

AUTOMENDERS are specialists in Singer service and overhauls.—Automenders, Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [0754]

GORDON CARS (LONDON), Ltd., the London Singer

distributors for spares, repairs and service.—St. Alban's Lane, Golders Green, N.W.11. Speedwell 4701-2. [0217]

SINGER spare parts for 9, 10 and 12hp 1936/1949

S models; please quote chassis No.—Singer Distributors for Somerset and Glos. Aliens of Bristol, Berkeley Square, Bristol, 8. Tel. 22514. [0217]

CHARACTER CARS.

OFFER a selection of vintage and sports cars, 2- and 4-seaters, in far above average condition. Please telephone for details of current stock.

CELLCLOSING service, part excellent expert, honest and inexpensive workmanship; immediate quotation a pleasure.

PARTICULARS of vintage and sports cars for disposal with photographs and prices required will be gratefully received and acted upon immediately.

PLEASE note change of Telephone Number to Liberty 7677-2.

CHARACTER CARS, 124-126, Haydon Rd., Wimb-

ledon, S.W.19, 10 minutes South Wimbledon Underground. Buses pass our door. Open on week-days and evenings. [4643]

S. G. SMITH (MOTORS), Ltd., offer:-

1947 (August) T.C.M.G. mileage 12,000 black, fitted radio; £525.—S. G. Smith (Motors), Ltd., 15-19, East Dulwich Rd., S.E.22. New Cross 4444. [6047A]

AVON SPECIAL, 2000, 16hp 2-seater, fast, reliable, good-looking car, callers Saturday.—62, more Ave., New Barnet, Herts. [6047A]

BLAKES.

THE Northern Sport and

RACING car specialists, offer

1948 Lea Francis 1.767cc sports, metallic blue with grey interior, 2,100 miles, taxed for 1950, extras include deflector screen, rear-wing guard, etc., a real immaculate car; £375.

1935 Riley 9 imp. 2-str., finished in cream with black wings, new hood, screens and hood cover, 16in rear wheels, fitted with close ratio remote-control gearbox, engine excellent, this is an unusually lively example, taxed September; £395.

1931 Lagonda 3-litre sports saloon, half panelled body in blue and black, new head lining, complete with all instruments, five new tyres, new battery and reconditioned starter; £225.

1931 Riley Brooklands, this car was fitted with a new coachbuilt aluminium body in 1947, finished in black and red, four Amal carburetors, o.s. exhaust system, qualified in the V.S.C.C. hour speed trial in 1949, suitable for competitions and fast touring; £335.

BLAKES buy and sell racing and sports cars of all types, specialists in vintage Bentleys; write for list and quotations.

J. BLAKE & CO., Ltd.,

110, Bold St., Liverpool.

ROYAL 6622. Grams, "Autocar, Liverpool." [5601]

KING'S AUTOS offer:-

1949 Humming Bird 8hp sports two-seater, one owner, blue with blue leather upholstery, a splendid car of remarkable performance; £415, or £1,480 deposit.

1930 36hp Bentley 4-seater short chassis sports, this car has not been in use since 1938, has been completely resprayed and rechromed, a new hood, side screen and tonneau cover, finished in racing green; £395; hire purchase terms can be arranged.

KING'S AUTOS, 725-726, High Rd., Seven Kings, Tel. Seven Kings 3536/7. [6128]

ELITE MOTORS offer:-

1935 Singer 9hp Le Mans 2-seater, cellulosed in black with green upholstery; owned by B.R.M. engineer; genuine mileage only 41,000 engine completely reconditioned at 37,000; one owner since 1935; fitted with Scintilla magneto, twin spares and rear slab tank, all 6 tyres in good condition, mechanically perfect; maintained by enthusiast regardless of cost; £245.

1937 M.G. T.A. 2-seater, excellent performance, in amaranth red; £345.

ELITE MOTORS, 351-361, Garratt Lane, Tooting E. Broadway, Tel. Balham 2474 (four lines). [5971]

B & G. MOTORS offer:-

£255, reduced from £285 to clear; M.G. Magnette 12hp supercharged 2-seater, really fast job.

£165.—Riley 9 Lyncock coupe, taxed December, 31,000 miles, just passed R.A.C. examination, documents available, good tyres, sound as a bell; genuine reason for sale.

£150.—Austin 750cc Uster model 2-seater, taxed December, Barchin racing green, running unblown, mechanically excellent and fast, outside exhaust, pressure crank fold-in screen etc., etc.

B & G. MOTORS, Early Motors, Arlington Rd., Camden Town, N.W.1. Gulliver 3578. [6033]

CONTINENTAL CARS offer:-

LAGO-TALBOT, 4-litre, 2-door, sports saloon, 100 mph, rebuilt, perfect condition, 1,500 miles.

ALLARD, trial speed, 1,300 m.p.h. only, dual axle ratio, etc., specially built; £995.

CONNAUGHT, 2-seater, saloon, very successful team car, race prepared, 117 m.p.h. £1,350.

ALSO Maserati, E.R.A., Buzatti and other racine cars. Terms.

PORTSMOUTH Rd., Send, Surrey Tel. Ripley 3123-5. [5883]

ROWLAND SMITH'S for sports cars.

795 gns.—H.R.G., March, 1947, 14-litre Aero-dynamic super sports 2-seater, maroon, large instruments, Nylon plaid seat covers, unworn tyres, small mileage, carefully used, exceptional condition, cost £1,250; terms, exchanges.—Rowland Smith, Hampstead (Hamstead Tube). [5903]

795 gns.—Fraser Nash-B.M.W., 1938 model, 2-litre type 328 super sports 2-seater, blue and silver, black leather, fitted latest type Bristol oil pump, good tyres, very carefully used, exceptional condition, terms, exchanges.—Rowland Smith be'ow:-

495 gns.—Jaguar 100, 1939, 34-litre super sports 2-seater, bronze with red leather, outside exhaust, bronze cylinder head, Scintilla magneto, standard and racing screens, unworn tyres, carefully used, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hamstead Tube). [5903]

RAYMOND WAY, the hire purchase specialists!

RAYMOND WAY, of Kilburn.

50 sports cars of all types under £300

5% discount for cash customers.

CARS and motor cycles wanted in part exchange

RAYMOND WAY, Canterbury Rd., Kilburn N.W.6 (150 yds Kilburn Park Station Bakerloo Line). [1277]

RAYMOND WAY, the hire purchase specialists.

RAYMOND WAY (Seven Kings Branch) offer:-

199 gns.—1931 Fraser Nash, 4 E.D. Meadow sports 2-seater, quite super condition throughout, 12in head lamps, aero screens, new hood and many extras, one owner last ten years, taxed December.

199 gns.—1934 Wolseley Hornet, special fitted condition, 12in head lamps, aero screens, new hood and many extras, one owner last ten years, taxed December.

219 gns.—1937 Vauxhall 14, coachbuilt special sports 4-seater with concealed hood and cut-away doors, etc., finished black and red, super condition, taxed December.

399 gns.—1938 Jaguar 34-litre sports saloon, very carefully used, finished in original green with green leather interior, 5 new tyres, engine just reconditioned, P.100 head lamp, terrific condition in every respect, taxed December.

RAYMOND WAY, East London Branch, 773 H'ch Rd., Seven Kings, Essex. Seven Kings 4066. [6111C]

VERITAS 150mph 2-seater; and 1949 Fraser Nash Le Mans Replica; others.

ANTHONY CROOK MOTORS, Town End, Caterham Hill, Surrey, S16 6AA.

ALTON GARAGE, The Alvis People, have a few above average sports cars at prices from £150.

ALTON GARAGE, The Alvis People, 17, Brook Mews North, Craven Rd., Paddington 3522 & 4710, (5098).

LAGONDA open 2-seater rebuilt 1948, many extras: £135-34, Bower Rd., Ashton, Bristol, Tel. 64709.

PERFORMANCE CARS of 21, Dalcum Mews, Belair Lane, W. W. 12, Epsom, Surrey, 1947, 2 months' written guarantee.

1936 M.G. T.A. 2-seater, £230; 1934 M.G. J.2 2-seater, £175; 1935 M.G. P.A. 4-seater, £235;

1934 M.G. 12hp K type Magnette 4-seater, £245; 1936 Jaguar 100 2½-litre 2-seater, £380; 1934 Riley 9 Kentel, £150; 1931 Riley 14/6 4-seater, £255; 1930 Riley 9 4-seater, £125; 1934 Alvis Speed 20 tourer 12 Vanden Plas, £275; 1933 Alvis Speed 20 tourer by Vanden Plas, £250;

1924 Rolls-Royce 2½hp tourer, £200; 1924 Bentley 5-litre Red Label tourer by Vanden Plas, £250; 1931 Bentley 4-litre saloon by Mulliner, £250; 1929/48 Lagonda 5-litre close coupled 4-seater, £205; 1935 Talbot 18hp drop head fourseater, £190; 1935/41 Delage D/85 5½hp coupe by Figoni, £300; 1937 Renault 18hp drop head fourseater, £185; 1940 Peugeot 17hp 402B saloon, £245; 1934 Wolseley Hornet Daytona 4-seater, £200; 1935 Wolseley Hornet 14hp Daytona 4-seater, £190; 1935 Singer 9 4-seater, £190; 1929 Singer 3 2-seater with dicker, £20; 1930 Austin 7 2-seater, £65; 1939 Rytcraft 2½hp 2-seater, £75; immediate insurance; hire purchase on all cars; regret unable to cope with written enquiries until further notice.

£235—Willis 3-tr. 1939 coupe, large streamlined body with terrific hot and only 16hp, excellent condition—Richmond, S61.

ALVIS open 2-seater, built 1937, fitted 3 carb. twin pumps, all new tyres, maroon, £210-34, Bower Rd., Ashton, Bristol, Tel. 64709.

1934 Aston Martin 1½-litre short chassis Le Mans Roadster, £250; 1934 Aston Martin 1½-litre short chassis Le Mans 2-4-seater, new batteries, hood, tyres, timing gears, etc. unmarked body; open to offers—Box 5868.

£100—Wolseley Hornet Special, 1934 model, 2-4-seater, taxed year end, exceptional mechanical condition, new tyres, new hood—Wiglesworth, Triangles, Halifax, Tel. 1608.

VALE Special 8hp sports 2-seater, fast, economical, mechanically sound, attractive appearance, hydraulics, 6in instruments, fold-back screen; £195-4-4, Broadway, Sevenoaks, Kent, S8 1AA.

TO M.O. 1946 lightened body, Monaco prepared engine, many spares, car checked after finishing 3rd Ulster Handicap race, overhauling, delivery 50/50, 1000 Sutherland, Dunoon Villa, Elie, Fife, Scotland, £550.

ABURN 8-cyl. supercharged, Columbia 2-speed axle, rev. counter, drop head 5-seater, colour grey, very fast, oil consumption almost nil, good tyres; £170—Swandean Garage, Arundel Rd., Worthing, Sussex.

4-litre Bentley, long chassis, converted sports 4-seater, 1935, 1936, 1937, 1938, 1939, 1940, 1941, 1942, 1943, 1944, 1945, 1946, 1947, 1948, 1949, 1950, 1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 2680, 2681, 2682, 2683, 2684, 2685, 2686, 2687, 2688, 2689, 2690, 2691, 2692, 2693, 2694, 2695, 2696, 2697, 2698, 2699, 2700, 2701, 2702, 2703, 2704, 2705, 2706, 2707, 2708, 2709, 2710, 2711, 2712, 2713, 2714, 2715, 2716, 2717, 2718, 2719, 2720, 2721, 2722, 2723, 2724, 2725, 2726, 2727, 2728, 2729, 2730, 2731, 2732, 2733, 2734, 2735, 2736, 2737, 2738, 2739, 2740, 2741, 2742, 2743, 2744, 2745, 2746, 2747, 2748, 2749, 2750, 2751, 2752, 2753, 2754, 2755, 2756, 2757, 2758, 2759, 2760, 2761, 2762, 2763, 2764, 2765, 2766, 2767, 2768, 2769, 2770, 2771, 2772, 2773, 2774, 2775, 2776, 2777, 2778, 2779, 2780, 2781, 2782, 2783, 2784, 2785, 2786, 2787, 2788, 2789, 2790, 2791, 2792, 2793, 2794, 2795, 2796, 2797, 2798, 2799, 2800, 2801, 2802, 2803, 2804, 2805, 2806, 2807, 2808, 2809, 2810, 2811, 2812, 2813, 2814, 2815, 2816, 2817, 2818, 2819, 2820, 2821, 2822, 2823, 2824, 2825, 2826, 2827, 2828, 2829, 2830, 2831, 2832, 2833, 2834, 2835, 2836, 2837, 2838, 2839, 2840, 2841, 2842, 2843, 2844, 2845, 2846, 2847, 2848, 2849, 2850, 2851, 2852, 2853, 2854, 2855, 2856, 2857, 2858, 2859, 2860, 2861, 2862, 2863, 2864, 2865, 2866, 2867, 2868, 2869, 2870, 2871, 2872, 2873, 2874, 2875, 2876, 2877, 2878, 2879, 2880, 2881, 2882, 2883, 2884, 2885, 2886, 2887, 2888, 2889, 2890, 2891, 2892, 2893, 2894, 2895, 2896, 2897, 2898, 2899, 2900, 2901, 2902, 2903, 2904, 2905, 2906, 2907, 2908, 2909, 2910, 2911, 2912, 2913, 2914, 2915, 2916, 2917, 2918, 2919, 2920, 2921, 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3420, 3421, 3422, 3423, 3424, 3425, 3426, 3427, 3428, 3429, 3430, 3431, 3432, 3433, 3434, 3435, 3436, 3437, 3438, 3439, 3440, 3441, 3442, 3443, 3444, 3445, 3446, 3447, 3448, 3449, 3450, 3451, 3452, 3453, 3454, 3455, 3456, 3457, 3458, 3459, 3460, 3461, 3462, 3463, 3464, 3465, 3466, 3467, 3468, 3469, 3470, 3471, 3472, 3473, 3474, 3475, 3476, 3477, 3478, 3479, 3480, 3481, 3482, 3483, 3484, 3485, 3486, 3487, 3488, 3489, 3490, 3491, 3492, 3493, 3494, 3495, 3496, 3497, 3498, 3499, 3500, 3501, 3502, 3503, 3504, 3505, 3506, 3507, 3508, 3509, 3510, 3511, 3512, 3513, 3514, 3515, 3516, 3517, 3518, 3519, 3520, 3521, 3522, 3523, 3524, 3525, 3526, 3527, 3528, 3529, 3530, 3531, 3532, 3533, 3534, 3535, 3536, 3537, 3538, 3539, 3540, 3541, 3542, 3543, 3544, 3545, 3546, 3547, 3548, 3549, 3550, 3551, 3552, 3553, 3554, 3555, 3556, 3557, 3558, 3559, 3560, 3561, 3562, 3563, 3564, 3565, 3566, 3567, 3568, 3569, 3570, 3571, 3572, 3573, 3574, 3575, 3576, 3577, 3578, 3579, 3580, 3581, 3582, 3583, 3584, 3585, 3586, 3587, 3588, 3589, 3590, 3591, 3592, 3593, 3594, 3595, 3596, 3597, 3598, 3599, 3600, 3601, 3602, 3603, 3604, 3605, 3606, 3607, 3608, 3609, 3610, 3611, 3612, 3613, 3614, 3615, 3616, 3617, 3618, 3619, 3620, 3621, 3622, 3623, 3624, 3625, 3626, 3627, 3628, 3629, 3630, 3631, 3632, 3633, 3634, 3635, 3636, 3637, 3638, 3639, 3640, 3641, 3642, 3643, 3644, 3645, 3646, 3647, 3648, 3649, 3650, 3651, 3652, 3653, 3654, 3655, 3656, 3657, 3658, 3659, 3660, 3661, 3662, 3663, 3664, 3665, 3666, 3667, 3668, 3669, 3670, 3671, 3672, 3673, 3674, 3675, 3676, 3677, 3678, 3679, 3680, 3681, 3

K. J. MOTORS, Ltd., have available for immediate delivery reconditioned engines and vast stocks of spares for all models; the Standard specialists for over 25 years—137-149 Widmore Rd., Bromley, Kent, S.E. 16, 308-7-8-9 (3567)

HALLS (Finchley), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines guaranteed 3 months; Gilling-Bendix stockists.—Arcadia Ave., Finchley, N.3. Finchley 5908-9. (3002)

STUDEBAKER

COACHCRAFT offer:—

£275—1937-8 Studebaker 25hp Dictator 4-door saloon; excellent running order, good appearance and free from corrosion, a very imposing vehicle which has been carefully used, fitted free wheel and numerous other refinements; terms and exchanges.

COACHCRAFT, Elm Rd., Evesham, Tel. 6539. (5743)

£375—1937 Studebaker President 29hp de luxe saloon, black, cord interior, good tyres, beautiful condition.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (6169)

Studebaker Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Studebaker.—Wembley 3903.

SUNBEAM

SUNBEAM coupe 16hp, 1930, excellent mechanical condition, good bodywork, mileage genuine 49,000; £200 or near offer.—Bent, Teian House, Shaldon, S.E. Devon. (5469)

SUNBEAM-TALBOT

CAR MART, Ltd.

SUNBEAM-TALBOT 80 1949 saloon, 6,000 miles; £1,195.—Car Mart, Ltd., 320, Euston Rd., N.W.1. (5655)

R. F. FUGGLE, Ltd., offer:—

1948 (December, 1947) 2-litre Sunbeam-Talbot sports saloon, one owner, mileage 8,000; a most attractive and genuine car.

BUSHEY Heath, Herts. (5271)

TOM GARNER, Ltd., offer:—

1949 Sunbeam-Talbot 80 sports saloon, gunmetal, with grey leather, 5,500 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. (5541)

1949 Sunbeam-Talbot 80 Streamline saloon, exceptional attractive car, black/brown, low mileage. Autowork (Winchester). Ltd. Tel. Winchester 4834/3406. (5581)

ROSE & YOUNG, Ltd., offer 1948 Sunbeam-Talbot 2-litre saloon, exceptional condition; £795.—65-69, Stenham Ave., Stenham Hill, S.W.2 (1 minute Stenham Hill Station). Tulsa Hill 6464. (5565)

1949 (Aug.) Sunbeam-Talbot 80 saloon, black, brown leather, 7,000 mls., perfect; £1,095.—Gibson Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. (5838)

1939 Sunbeam-Talbot 10hp 4-seater tourist, bronze with beige leather upholstery, practically as new all round, very well maintained; £450.—Hungerford Motors, Ltd. 201-3, Upper Richmond Rd., S.W.15, Putney 0222 and 3560. (4889)

1939 Sunbeam-Talbot 10hp drop head fourseater, well reconditioned and new hood fitted, most attractive car in silver grey; £450; part exchange.

Hermit Coachworks, 3, Murray Mews Murray St., N.W.1. Hendon 9934 (evenings). (5740)

Sunbeam-Talbot Cars Wanted

R. ROOTES

DISTRIBUTORS

REQUIRE modern low-mileage Sunbeam-Talbot cars

BIRMINGHAM.—Lower Temple St. (Central 9411.)

MANCHESTER.—129, Deansgate (Blackfriars 5677.)

MAIDSTONE.—(Maidstone 5533.)

CANTERBURY.—(Canterbury 5232.)

ROCHESTER.—(Otham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES Ltd Devonshire House Piccadilly, W.1

Tel. Grosvenor 3401. (1011)

R. ROWLAND SMITH'S, the Sunbeam-Talbot buyers.—

Ham, Hampstead High St. (Hampstead Tube) 6041. (0990)

CASH buyers of low-mileage Sunbeam-Talbot 10s and 2-litre; distance no object.—Huttons, Lord St., Southampton, Tel. 2268. (0902)

CRIPPS, of Nottingham, urgently require all recent models, Sunbeam-Talbot cars.—R. Cripps & Co., Ltd., The Sunbeam-Talbot Distributors, Parliament St., Nottingham, Tel. 44558. (0462)

CAMDEN MOTORS require to purchase Sunbeam-Talbot saloons and drop heads of all horse-powers, in good clean condition, 1938-40 and post-war; write, call or tel., stating price required.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2381 & 3115. (4603)

BIRMINGHAM and Midlands.—Low-mileage Sunbeam-Talbot cars, can be required by George Heath Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham. 2. (0089)

TALBOT

SCUDDER & WALL offer:—

1938 Talbot 3-litre 4-door sun saloon, black, manual gear box, wheel discs, just fitted new king pins and bushes, spring set up, new piston rings, clean motor car throughout; price £365.

PART exchanges welcomed.—33, Marylebone Lane, Wigmors St., London, W.1. Weibuck 3065. (5936)

1935 Talbot 75 sports saloon, blue/black, beautiful condition; £235.—Wareing, Railway Tavern, Hamworthy, Dorset. (4623)

£425—1938 Talbot 10 drop head 3-str. coupe, special body, chrome hub discs, spot lamps, twin horns, wireless, etc., meticulously maintained by enthusiast; sold with Lambro three point charter, written guarantee, hire purchase exchanges.

LAMBS of Wood Green, Caxton Rd., N.22. Bowes

Park 4144. (5945)

Talbot Cars Wanted

CASH immediately for good Talbot.—H. F. Edwards,

28, Upper High St., Epsom 9400. (5706)

ROWLAND SMITH'S, the Talbot buyers.—Hampstead

High St. (Hampstead Tube) Ham. 6041. (0991)

1931 2 Talbot 14 wanted, price under £100.—

Tel. Ealing 4635 or write Garrad, 5, Broadway Bldgs., Hanwell, W.7. (5963)

TRIUMPH

BROOKLANDS.

1949 Triumph model 2000 Roadster coupe, black, red leather upholstery.

103, New Bond St., W.1. Tel. Mayfair 8351-6. (5610)

CAR MART, Ltd.

TRIUMPH 1900 1947 saloon, radio, heater, 13,000

miles; £375.—Car Mart, Ltd., 150, Park Lane, W.1. (5656)

GROSVENOR 3434.

N. NEWNAMS, Ltd.

1948 Triumph 1800 Roadster, green with red, carefully maintained.

1947 Triumph 1800 razor-edge saloon black with

new leather, 10,000 miles.

NEWNAMS, Ltd., 235-7-9, Hammersmith Rd.,

London W.6. Riverside 4646. (1003)

DICKS CAR SALES offer:—

1939 Triumph 14hp drop head fourseater coupe,

very fast and attractive car; £495.

DICKS CAR SALES, Ltd., 355-401, High Rd., Kilburn,

N.W.6. Maids Vale 888-9. (5718)

TOM GARNER, Ltd., offer:—

1949 Triumph 2000 razor-edge saloon, gunmetal,

with grey leather, 2,000 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. (5542)

Blackfriars 9235-6.

G. P. (BALHAM), Ltd., offer:—

335 ens.—1938 Triumph Vitess 14hp 4-door de luxe

3000 saloon, recent overhaul (bills available),

immaculate condition, 235-7-9, Hammersmith

S.W.12 (100 yards Clapham South Tube). Battersea

3117. (4930)

PHILIP RICKARDS, Ltd., offer:—

1949 Triumph razor edge saloon, 2,000 miles,

black, 9,000 miles.—4, Brick St., Park Lane,

W.1. Grosvenor 4772-3. (5909)

WARWICK WRIGHT, Ltd., offer:—

1949 Triumph 2,000 R.E. saloon, gunmetal grey,

grey leather, 9,000 miles, £1,395.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1.

Mayfair 9761. (5789)

1948 Triumph 1800 saloon, unmarked.—Below.

1947 Triumph 1800 saloon, unmarked.

EXCHANGES, terms.—Swanmore Garage, 1176,

E. Christchurch Rd., Boscombe. Tel. Southbourne

1022. (6110)

GORDON CARS (LONDON), Ltd.—1949

Triumph 2000 saloon, grey, 5,000 miles.—Below

GORDON CARS (LONDON), Ltd.—1949

Triumph 2000 Roadster, bronze, 8,000 miles.—Below

GORDON CARS (LONDON), Ltd.—1948

Triumph 1800 Roadster, grey, 16,000 miles.—Below

GORDON CARS (LONDON), Ltd.—1947

Triumph 1800 saloon, black, excellent order.—Below

GORDON CARS (LONDON), Ltd.—1946

Triumph 1800 Roadster, black, exceptional condition

throughout.—Gordon House, 373, Euston Rd., N.W.

Euston 6611. (5626)

1939 Triumph Dolomite sports saloon, black/

brown leather, excellent condition, guaranteed;

£495.

W. WILKIN, Ltd., 1, Weston Park, Kingston-on-

Thames, Kin. 2241. (5782)

1939 Triumph Dolomite saloon, as new; £425.—

Herbert & Mills, Ltd., 75, Gt. Portland St.,

W.1. Langham 3506-7. (5654)

1949 Triumph 2000 saloon, 6,000 miles.—British

and Colonial Motors, Ltd., Upper St. Martin's

Lane, E.C.2.2. Tel. 2200. (5620)

1938 Triumph Vitess saloon, bodywork very

attractive in cream, engine recently over-

hauled, very smart; £450.

FERRARIS CRICKLEWOOD, Ltd., 200-220,

Cricklewood Broadway, N.W.2. Gla. 2234. (6124)

1938 Triumph Dolomite 14hp, very good order;

£365.—Barnes & Sons, 315, Tottenham Rd.,

London, N.W.5. Hampstead 2221. Mat. 1627. (5298)

1937 Triumph Gloria saloon 10.8, excellent me-

chanical condition, body sound; £250 or offer.

Hill Road, 14, Tottenham, N.17. 1939. (5546)

1938 Triumph Dolomite 14hp saloon; £325.—

Montrose Motors (N. H. Boswell), 91-7,

Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2.

R. IPOCO, Ltd.—1949 Triumph razor-edge saloon, push-

button radio, heater and other extras, speedo reading

under 5,000 miles.—16, Albemarle St., W.1. Regent

2952-3. (5790)

15,000 miles, 1949 (Jan.) Triumph 2000 model

roadster, grey, red leather.—Ernest

Sutton, Cleve Hill 95 (Cheltenham). (Trade enquiries

only please.)

1938 Triumph Gloria 14hp saloon, silver gunmetal,

in very good condition throughout, excep-

tional bargain; £325.—Wembley Court Motors, High Rd.,

Wembley, W.1. Wem. 2221-2. (5874)

1949 2,000cc Triumph saloon, black with beige

upholstery, twin spot lamps, twin mirrors,

etc., taxed to year; £1,175.—Woking Motors (Maybury

Rd., Woking 1382. (5803)

£350—1937 model Triumph 14hp Vitess sports

saloon, pale green, green leather interior,

condition.—Bray Motors, 180-184, West End

Lane, N.W.6. Hampstead 6490. (6161)

1938 Triumph Dolomite saloon reclosed West-

minster green, all chrome, parts re-restored,

mechanically overhauled, a remarkable car; £595; any

trial.—Kington Garage Springhead, Anlaby, E. Yks.

Tel. 48882. (5953)

TRIUMPH Vitess, 1937 (Oct.), genuinely privately

owned; a splendid opportunity to acquire an excep-

tional thoroughbred car with a performance really out-

standing, definitely from 15 to 75 on top without any

loss of appearance is superb, green, all aluminium

body, coach built, low streamlined modern design, large

outside luggage boot, 14.65, 4-cyl., 2 carburetors, 1

electric pump, 4.5 remote control, synchromesh gear

box, quiet transmission, perfect brakes, wonderful steer-

ing, a pleasure to drive, taxed year, un worn tyres; a

superior pedigree attractive sports car, twin-tone horns,

polished aluminium car discs, beautiful large chrome

spot lamp, definitely a trouble-free, economical, really

fast, pride of ownership car; genuine bargain; £270; 500

miles trial also photo to genuine enquirer.—1, Beatty

Rd., Manchester, 21, Tel. Chorlton 1288. (5972)

£365—Triumph Dolomite 14-litre 1938 sports saloon, particularly attractive, very low built, bodywork excellent, tip-top throughout; many other Benetton, 1, Clarendon Rd., Holland Park, London, W.1. Park 5066-7, Open Mon. to Sat. 9-6. (50 Jds. Holland Park Tube.) (5492)

Triumph Cars Wanted

CASH immediately for good Triumph.—H. F. Edwards,

320, Euston Rd., N.W.1. Euston 1212. (5706)

ROWLAND SMITH'S the Triumph buyers.—Hamp-

stead High St. (Hampstead Tube) Ham. 6041. (0991)

R. IPOCO, Ltd., wish to purchase Triumph cars, all

models.—16, Albemarle St., W.1. Regent 2952-4.

TRIUMPH MOTOR Co., Ltd., for your Triumph—

Tel. Sta. 8000. Seven Sisters Rd., Tottenham.

N.15. (1134)

1947 Triumph saloon wanted full parties to—

Kirkham 188, Eccles New Rd., Salford.

Lancs. (1634)

CASH buyers of low-mileage 1800 and 2000 Triumphs;

distance no object.—Huttons, Lord St., Southport.

Tel. 2268. (1054)

Triumph Spares and Service

<

1939 Vauxhall 12hp saloon de luxe, black, with red leather upholstery, reconditioned engine just fitted, front suspension all new, excellent tyres, a really excellent beautiful car. £425.

MAGDALEN MOTORS 311, Trinity Rd., S.W.18. Tel. 5373.

1939 Vauxhall 12hp saloon de luxe, maroon with red leather, well maintained, genuine vehicle, sound in every respect. £425; exchanges—S. & H. Motors, 1468, High Rd., Whetstone, London, N.26. Hillside 6671.

Vauxhall 14

SIMPSON'S MOTORS offer:—

1946 Vauxhall 14, left-hand drive; £520.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car specialists), Wembley 3503. [1009]

WADDINGTON MOTORS, Ltd., offer:—

1947 model Vauxhall 14 saloon, perfect condition throughout, fitted radio and heater; £725.—Fortune Green Rd., N.W.6. Ham. 2211. [5064]

'38 High St., Hounslow. Tel. 3532.

1937 (July) Vauxhall 14hp touring saloon, black, red leather, genuine smart car; £310.—Tel. Livingstone 2673.

£320—1938 (Aug.) Vauxhall 14 touring saloon, black, nominal mileage, in exceptional condition throughout.

MAKIN & HARRISON, Ltd., 492-6, High Rd., Chiswick, W.4. Tel. Chis. 0558/2619. [5983]

1948 Vauxhall 14 J type, excellent condition; £775.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5-6.

1948 Vauxhall 14 saloon, blue, fitted radio, heater, low mileage, one owner; £525.—Vemley Court Motors, High Rd., Wembley. Arnold 5221-2. [7190]

13400 miles, 1948 (May) Vauxhall 14hp saloon, black, brown leather, excellent condition. Sutton, Cleve Hill 95 (Cheltenham). (Trade enquiries only please.) [5669]

Vauxhall Wyvern & Velox

CAR MART, Ltd.

Vauxhall Wyvern 1949 saloon, 7,000 miles; £385.

Vauxhall Wyvern 1948 saloon, 2,000 miles; £375.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212.

H. A. SAUNDERS, Ltd., offer:—

1949 Vauxhall Wyvern saloon, black, 2,000 miles; £395.

1949 Vauxhall Wyvern saloon, blue, with grey cloth upholstery, H.M.V. radio, heater, spotlight, etc., 11,000 miles; £395.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho Corner), Hillside 0324. [5028]

MCKINNON MOTORS, Ltd., offer:—

1949 (Aug.) Vauxhall Wyvern saloon, black, fawn brand new car in every respect; £395; trade enquiries welcomed.

MCKINNON'S, Langham House, 3, Stafford Rd., M. Wallington, near Croydon, Surrey. Established 1906. Tels. Wallington 3404. [5463]

G. O. SMITH (MOTORS), Ltd., offer:—

Vauxhall Velox, 9,000 miles, fitted radio and heater, colour dark blue; £350.—S. G. Smith (Motors), Ltd., 13-19, East Dulwich Rd., S.E.22. New Cross 4444.

RIPCO, Ltd.—1949 Vauxhall Velox saloon, black, brown leather, 8,000 miles only.—Below.

1949 model Vauxhall Wyvern saloon, fitted radio, exceptional condition.—16, Albemarle St., W.1. Regent 252-4. [5749]

WYVERN (November, 1948) black, immaculate throughout; £325.—Campbell, Symonds Wembley 6262.

1949 (Aug.) Vauxhall Velox, 9,000, as new; £365.—N.W. "Ashley," Pennington Road, 136, Connaught 1306. [5646]

Vauxhall Velox saloon, finished green, mileage 13,000, first registered May, 1949; £325.—Jack Odling & Co., Ltd., North Audley St., W.1. Main 5242. [5824]

Vauxhall 25

LIMOUSINE 1938 Double Enclosed, leather upholstery, exceptional throughout, black. £345. Seen: LPS & SAUNDERS (100 Limousines Ltd. posted).

A Providence Court, Grosvenor Square, Mayfair 2941. [5680]

Vauxhall Miscellaneous

SHAW & KILBURN, Ltd., for Vauxhalls.

It is important that the car you purchase is in excellent condition throughout.

SELECTION of such modern Vauxhalls at

4/6 Berkeley Square, W.1. Grosvenor 4328. [0017]

GORDON CARS (LONDON), Ltd.—1949 Vauxhall Velox saloon, 2,000 miles, unblemished.—Below.

GORDON CARS (LONDON), Ltd.—1949 Vauxhall Velox saloon, 13,000 miles.—Below.

GORDON CARS (LONDON), Ltd.—1947 Vauxhall J type saloon, exceptional condition throughout.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611.

HAMILTON MOTORS (LONDON), Ltd., 466-490, E. Edgware, London, W.2. Paddington 0082 (12 lines). Vauxhall main dealers.

1948 Velox, black, low mileage, as new condition.

1949 Vauxhall Velox, 12,000 miles, black, as new.

1939 Vauxhall 10, reconditioned engine, body re-sprayed.

1937 Vauxhall 25hp saloon, in good condition.

WAYS a good selection of used Vauxhalls in stock, including latest models.

Vauxhall and other makes of used cars in good condition; let us know your requirements. Tel. Oxbridge 737. (Overbridge).

GRAHAM BROTHERS (MOTORS), Ltd., main dealers, 7-15, Peter St., Manchester, 2 (Bla. 9887), always have a fine selection of post-war Vauxhall models carrying full warranty, your inspection invited. [5053]

Vauxhall Cars Wanted

NORTH WORCESTERSHIRE GARAGE, Vauxhall main dealers, buy all models.—Tel. Stourbridge 5242. [5443]

C. M. THE CAR MART, Ltd., wish to purchase Vauxhall cars.—150, Park Lane, W.1. Grosvenor 3434. [10973]

SHAW & KILBURN, Ltd., Vauxhall main dealers.

WILL purchase modern Vauxhall cars.

4/6 Berkeley Square, W.1. Grosvenor 4328. [10018]

ROWLAND SMITH'S, the Vauxhall buyers.—Hamstead High St. (Hamstead Tube), Ham. 6041. [0994]

URGENTLY required Velox or Wyvern, low mileage.

ERIC HAYES, Ltd., 22, Conduit Mews, Hyde Park, W.2. Tel. Paddington 0293. [4462]

REQUIRE post-war Vauxhall urgently.—30, Rye Court Rd. S.W.16.ulse Hill 1398. [2781]

1949 Vauxhall Velox saloon required.—Turnbull, Ross House, Station Hill, Winchester. [5588]

ORBITT & TAYLOR urgently require all types Vauxhall.—22, Conduit Mews, W.1. Amb. 6043.

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Vauxhall, Wembley 3503. [8008]

Vauxhall Velox or Wyvern, convenient free, low mileage.—Herbert Robinson, Ltd., Regent St., Cambridge.

CASH buyers of low-mileage Wyvern and Velox Vauxhalls; distance no object.—Hastons.—Lord St., Southampton. Tel. 2268. [0805]

MODERN low-mileage Vauxhall 10, 12 and 14hp cars urgently wanted; write or call.—Golly's Garage, Ltd., 101a, East Court, E.W.5. Tel. 0082, 0229.

1939 Vauxhall 12 or later, showroom condition, original finish, mechanically perfect, no dealers, about £350 cash.—50, Ardwell Ave., Ilford, Val. 9684. [6071]

CAMDEN MOTORS require to purchase Vauxhall 14s, in good clean condition; write, call or tel., stating price required.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2581 & 3115. [4604]

HAMILTON MOTORS (LON.), Ltd., Vauxhall main dealers, urgently require Vauxhalls of all types; 466-490, Edgware Rd., London, W.2. Call, write or phone Waddington 0082.

MAGDALEN MOTORS wish to purchase 1949 Vauxhall 10, 12, 14, in super condition and are prepared to pay the prices such cars demand.—Magdalen Motors, 311, Trinity Rd., S.W.18. Bat. 5573. [5289]

Vauxhall Spares and Service

C.A.C.

CROYDON AUTOMOBILE COMPANY, Ltd.

Vauxhall-BEDFORD rebuilt assemblies exchanged at manufacturers' repair rates, complete rebuilt Vauxhall-Bedford electrical components, dynamos, starters, distributor, etc., exchanged at 50% manufacturers' list price, radiator exchange service and all other repairs to your Vauxhall or Bedford at:—

BEDFORD House, 380/382, London Rd., Croydon. Tel. Thornton Heath 3276 (14 lines). [10295]

TRIANON

TRIANON—Gear boxes reconditioned units & exchange plan, for all 10, 12, 14hp, 25hp and BYC models; stock deliveries.

TRIANON—Suspension units, exchange or outright sale, immediate delivery; our reconditioned units are complete with king pins and include shock absorber overhaul, 3 months' guarantee; available for 10, 12 and 14hp DX and J types.

TRIANON—Practically all parts for Vauxhall 10, 12, 14 and 25hp cars available; if in difficulty your enquiries invited.

TRIANON—Springs, immediate delivery, suitable for 10, 12 and 14hp Vauxhalls, all models, brand new, just received from factory.

TRIANON, Aerodrome Rd., Watford Way, Hendon. Tel. Hendon 4136. [0137]

BROADWAY MOTOR CO.

WE specialise in service replacement units for Vauxhall 10, 12 and 14hp.

GEARBOXES, differential units, front suspension units, engine, large stocks of Vauxhall spares.

BROADWAY MOTOR CO., 3-13, Russell Rd., Wimbledon, S.W.19. Liberty 2434/5/6. Stores: Liberty 6368. Grams Autoparc, Wembley, London. [0633]

FOR Vauxhall mudguards, running boards, 1933-9.—Brooks & Queens, 8, Brighton Rd., Brighton. [271]

EGHAM MOTOR CO., for Vauxhall cars, spares and service.—Egham By-Pass, Egham 151. [0196]

BROMLEY & District—Consult Davis & Hill, Ltd., the local Vauxhall and Bedford spares and service specialists.—Bromley Common, Ravenhurst 2634.

Vauxhall—Fully rebuilt and guaranteed exchange engines from £30; immediate delivery or one day fitting.

K. J. MOTORS, Ltd.—Replacement engines and vast stocks of all spares and accessories available for immediate delivery.—137/149, Widmore Rd., Bromley, Kent. 3456-7-8-9.

REPAIRS! Recondition exchange suspensions (complete pair 10, 12, 14, 15; DX, £17/10; 25hp, £23; Bedford), recondition gear boxes, shock absorbers.—271, 2647, 10, Winchester Mews, N.W.3. [0044]

VETERAN CAR

WELHAMS, Veteran Car Specialists, for sale and repair.—5, Surbiton Hill Rd., Surbiton. [6201]

VINTAGE CARS

1932 Franklin 6-cyl. air-cooled 25hp, fixed head, good condition.—Box 6105.

WOLSELEY 1920 2-cyl. with dicky, yellow and black, 12,500 miles, in family since new, 10.4hp ohv engine, perfect condition; £125.—Moore, Bott's Green, nr. Colshill, Warwickshire. [5559]

COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. 2361.—Sole distributors for Great Britain. Sales service and spares. [0373]

WILLIS

RAYMOND WAY, the hire purchase specialists.

RAYMOND WAY (Seven Kings Branch) offer:—

259 gns.—1935 (late) Willys 16hp de luxe 4-door full 6-seater saloon, black cellulose, excellent condition, cloth interior, fair, Lucas head lamps and spot lamps, twin wipers, etc., etc., American performance with English running gear.—Raymond Way, 773, High Rd., Seven Kings, Essex. Seven Kings 4066. [6131]

WOLSELEY

EUSTACE WATKINS, Ltd., the London Wolseley distributors and official service station, offer the finest facilities when selling used cars.

1946 Wolseley 14-60 saloon, black, brown leather, fitted E.W. reconditioned engine.

1946 Wolseley 12hp saloon, black, brown leather, fitted E.W. reconditioned engine.

LOW mileage Wolseleys are scarce, should your model not be in stock put your names on our used car register for early notice.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5551), and 12, Chelsea Manor St., S.W.3 (Fitzman 8181).

DICKS CAR SALES offer:—

1939 Wolseley 18hp saloon, recent overhaul, immaculate condition; £475.

DICKS CAR SALES, Ltd., 285-401, High Rd., Kilburn, N.W.6. Maids Vale 6888-9. [4431]

RAYMOND WAY, the hire purchase specialists.

RAYMOND WAY (Seven Kings Branch) offer:—

259 gns.—1937 Wolseley 25hp saloon de luxe, black with brown leather interior, set almost new oversize tyres, super mechanical condition, fitted for radio, spot lights, etc., etc.

1939 Wolseley 25hp saloon, only about 25,000 miles; splendid condition.—Rop 3765. [5544]

1939 Wolseley 25hp green saloon, only about 25,000 miles; splendid condition.—Rop 3765. [5544]

BARTS of Kingston Wolseley distributors, 25,000 spares and repairs.—102, London Rd., Kingston. Tel. 3348. [0085]

275 gns.—1938 Wolseley 18 de Ville saloon, excellent condition.—Autonips, 5, Balham High Rd., Balham 1509. [5990]

1935 Wolseley 12hp 4-door saloon, excellent condition; £300.—Leadbeater, California.

1937 Wolseley 14 saloon, excellent condition; £275; payments.—Vaughan, 17, Arundel Mews, S.W.7. Fro. 1518. [5594]

1946 Wolseley 12hp saloon, black, brown hide upholstery, low mileage, excellent offer; £710.

GORDON CARS (LONDON), Ltd.—1946 Wolseley G saloon, black, 15,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [5628]

£495 hire purchase.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [1824]

1939 Wolseley 14 saloon, black, very good condition throughout; trial; £450.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2.

1937 14hp Wolseley saloon, £100 overhaul, showroom condition inside and out; nearest £345.

WALTER SCOTT, Ltd.—1938 Wolseley 18 de luxe saloon, black, brown hide, exceptional condition; £425.—35, Colgate Crescent, N.W.3. Primrose 5614.

1948 throughout; £525.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1165.

1937 brown leather; £430.—Seymour & Clements, 38, Watford Way, Hendon Central, N.W.4. Hendon 2146.

£495—1935 Wolseley 12 saloon, finished in blue with blue interior, attractive car.—Grove Garage & Motors, 322, Fore St., Edmonton, N.9. Tel. 4162. [5772]

1947 (October) Wolseley 18 4-door saloon, almost spotless inside and out, low mileage; £385.

—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [5940]

4-50 Wolseley saloon, finished black with brown leather, first registered July, 1949, 9,000 miles; £1,175.—Jack Riding & Co., Ltd., North Audley St., W.1. Mayfair 5242. [5825]

1939 Wolseley 18hp saloon, our green, excellent condition, reconditioned engine and new tyres; £695.—John W. Whalley, London Rd., Bishop's Cleeve, 181 and 182, Birmingham. [5242]

1948 Wolseley limousine, black leather and cloth interior, immaculate, original list price £2,600; £1,450 only.—Clayton's Cars (London), Ltd., 337, Euston Rd., N.W.1. Tel. No. Euston 5228 (5 lines).

1947 Wolseley 12 saloon in black with brown hide upholstery, low mileage, £1,000, excellent, genuine indistinguishable from new; £775; terms and exchanges.—Selwood Road Garage, Selwood Rd., Croydon, Surrey. Tel. Croydon 4770. [6142]

Wolseley 4/50 Cars Wanted

C. M. THE CAR MART, Ltd., wish to purchase Wolseley Four-Fifty cars.—330, Euston Rd., N.W.1. Eus. 1212.

Wolseley 6/80 Cars Wanted

C. M. THE CAR MART, Ltd., wish to purchase Wolseley Six-Eighty cars.—150, Park Lane, W.1. Gro. 3434.

Wolseley Cars Wanted

WANTED, 1938-39 Wolseley 12hp saloon.—Vanderwell, 215, Haverstock Hill, N.W.3. Prim. 4441.

SELL your Wolseley to us; post-war cars, all models, S urgently wanted.—Offord, 67, George St., W.1. Wel. 6899. [4898]

JACK ROSE, Ltd., require low-mileage Wolseley cars.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [5940]

WEYBRIDGE AUTOMOBILES, Ltd., the Wolseley distributors, urgently require late-type Wolseley.—Tel. Weybridge 253.

CASH buyers of low-mileage Wolseley cars.—Tel. 14/60, 4/50; distance no object. H. Atoms, Lord St., Southampton. Tel. 2268. [0806]

BLAKES, Wolseley, distributors, will purchase any non-Covenant Wolseley car—110, Bond St., Liverpool 1. Tel. Royal 6622. [7737]

1939 Wolseley 25hp series 3 seven-seater limousine—C. Hardy & Son, 55, Marylebone High St., W.1. Tel. Wobley 1101-3. [1764]

Wolseley Spares and Service
JACOBS & SON,
We specialise in spares and repairs for all models of Wolseley cars.

JACOBS & SON, Mill Garage, Chigwell Rd., South Woodford, E.15. Wanted 0660. [0485]

WOLSELEY sales and service—Ramsey Motors, Ltd., 242-248, High St., Barnet 3240. [0707]

FOR Wolseley mudguards, running boards, 1935-46.—Brooks, 85, Queens Rd., Brighton. [0386]

R. HARDY & SON, 55, Marylebone High St., W.1. Tel. Wobley 1101. Spares, reconditioned unit service and repairs for all Wolseley series models. [5971]

EUSTACE WATKINS, Ltd., Chelsea Manor St., S.W.3. (Ex-Flaxman 8181). For Wolseley service; complete overhauls, coachwork and reconditioned engines. [0277]

BROCKHURST GARAGE—Harrow agents for Wolseley; sales, service, spares, reconditioned units.—Harrow Rd., Harrow Weald, Middlesex. Tel. Grimsdale 511. [0204]

MISCELLANEOUS CARS
RAYMOND WAY,
RAYMOND WAY, of Kilburn.

RAYMOND WAY, the hire-purchase specialists!
5% discount for cash customers.

2000 cars under £300; drive away immediately on our Atomic-on-the-spot-hire purchase system; no fuss, no formalities, no enquiries, every car plainly marked with price and year; top price in part exchange of good vans and motor cycles.

RAYMOND WAY, Canterbury Rd., Kilburn (150 yds. from Kilburn Park Station, Bakerloo Line). (Maida Vale 604 (10 lines). Hours 9 a.m. to 7 p.m. weekdays.)

KING'S AUTOS, King's Autos. King's Autos. ENGLAND'S easiest hire purchase terms.

LOW deposits, drive away same day.
EVERY car guaranteed for 3 months.

1947 Morris 10 de luxe saloon, 18,000 miles only, black with brown hide upholstery, in immaculate condition throughout; £650, or £200 deposit.

1937-8 Talbot 10hp sports saloon, beautifully finished in gunmetal colour; £395, or £120 deposit.

WILL you please note that any of the above cars can be demonstrated to you at your own home if you are living within 30 miles of Ilford.

PLEASE telephone your enquiry.
ANY car, motor cycle or van taken in part exchange.

KING'S AUTOS, King's Autos. King's Autos. 725—727, High Rd., Seven Kings, Essex. Tel. Seven Kings 3536 and 3537.

OPEN week-days 9 a.m. to 7 p.m. [6127]

ROBBINS, 98, Upper Richmond Rd., Putney, always sell good cars; send for list; established 27 years.

Miscellaneous Cars Wanted
ROWLAND SMITH'S, the car buyers.—Hamstead (Hamstead Tube). Open 9-7 week-days, Saturday, Hamstead 6041 (10 lines). [0996]

MARBLE
ARCH
MOTOR SUPPLIES, Ltd.—Spot cash buyers of all makes and models.

HIGH ST., Watford, Herts. Tel. Watford 4491. [0185]

MEES & MEES, Ltd., (Est. 1895)
REQUIRE to purchase for cash any genuine condition car or post-war car, for preference Austin, Standard, Triumph, Wolseley or Singer; please telephone or post particulars, and if interesting representative will call.—The Broadway, Mill Hill, N.W.7. Tel. Mill. 2040.

W.F.E. are cash buyers of all small h.p. post-war or pre-war cars.

THE WARREN MOTOR CO., 353-5, Euston Rd. N.W.4. Tel. Euston 7751. [1866]

CENTLEMAN requires low-mileage h.p. car.—Tel. Valentine 1066. [1930]

GOOD cars wanted for cash.—Kings Motors, 1, High St., Hounslow, Tel. 3332. [3858]

EAST SHEEN—Cresswell's Garage urgently wish to buy all makes of pre-war cars.—Pro. 2612. [0478]

8 and 10hp cars, 1936 onwards, wanted.—Full details to Messrs. Motors, Ltd., Sutton Coldfield.

RAWLINGS Bros., Ltd., 87a, Cromwell Rd., S.W.7. Tel. Froisher 8161 are buyers, all types post-war cars. [0416]

HILLINGDON MOTORS wish to purchase good second-hand cars—325-7, Long Lane, Western Ave., Hillingdon, Tel. Uxbridge 412. [5799]

BRIDE & CLARKE, Ltd., offer immediate cash payment for any make or model; quotation by return.—Stockwell Rd., S.W.9. Bri. 6251. [0734]

RAYMOND WAY, the hire-purchase specialists, are still buying cars of all types and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 604 (10 lines). [1206]

BLUE STAR GARAGES, Ltd., require all makes of used cars from 1939 onwards.—Please write, Tel. or call: 617, Finchley Rd., N.W.3 (Ham. 2254); Abbey Rd., Finchley, N.W.3 (Ham. 2254). [5361]

CASH offered for good used cars! 8-14hp 1937-49 models, immediate cash payment, hire purchase accounts settled.—George Clarke Motors, Ltd., 273, Euston Rd., S.W.2. Tel. Hill 3211. [2327]

NAYLOR & ROOT, Ltd., are cash buyers of all Austin 10, Fiat, Ford, Hillman, M.G., Standard, Triumph, Singer, Vauxha and Wolsey—25, East Hill, Clapham Junction, S.W.18. Battersea 5272. Open 9-6 p.m. each week-day including Saturday. [5347]

AMBULANCES

AMBULANCES, new and used, civilian models. Immediate delivery, large selection.—Lawton-Goodman (Ambulance Makers), 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [1827]

MOTOR COACHES

ROSE & YOUNG, Ltd., offer 1935 Bedford 20-seater coach £250; also Dennis 20-seater coach, £275.—65-69, St. John's Hill, S.W.3 (1 mile from Victoria Station). Tel. Hill 6464. [1044]

MOTOR HEARSE

A & S—Immediate Delivery: Highest Quality Modern Hearse—(Certified Mechanically) Ready Service—Below

1938 Eighteen Austin 7ft 3in Deck Hearse (4-Bearer) lavishly equipped, streamlined 1950-Coachwork, economical, inexpensive.

1938 Austin Twenty 5-door 6-bearer, 1950 streamlined Coachwork, lavishly equipped, mechanically certified, reasonable cost.

1950 Austin Sheerline 3-door partitioned Bearer Hearse, something very exclusive, lavishly equipped.

ROLLS-ROYCE 1950 Silver Wraith, also 1938 30hp V8 and modern Phantom fitted 1950-Bearer also Deck streamlined Coachwork, attractive, exclusive equipment, inexpensive. Seen:—

A LEE & SAUNDERS (100 Limousines displayed: Lists for posted) Providence Court, Grosvenor Square. 1st Mayfair. [5682]

AUSTIN 20 3-door six-bearer hearse, first-class condition.—Skew, 61, Woodbridge Rd., Guildford, Tel. Guildford 5631. [2607]

ARTHUR MULLINER, Ltd., invite enquiries for the de luxe hearse bodies they are building on the new Humber Pullman and Austin Sheerline limousine chassis; deck, bearer or pedestal type supplied.

BRIDGE ST., Northampton. Tel. 807. [6019]

1948 Humber motor hearse, reg. Sept. 1947, deck body by Mulliner, latest type, unmarked, and in immaculate condition, mileage 11,000; £1,400.—H. J. Crisp, 517, The Broadway, Wrexham. Tel. Bryn 4711. [4711]

MOTOR CYCLES FOR SALE

RAYMOND WAY,
A 100 new motor cycles all makes in stock for immediate delivery, also a selection of second-hand solos and combinations; cars taken in exchange.—Raymond Way, the hire-purchase specialists, Kilburn (150 yds. from Kilburn Park Station, Bakerloo Line). (Maida Vale 604 (10 lines). [2607]

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OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining counties.—**Lez Garages, Ltd.**, Service 2, Lexington St., W.1 (Gerrard 8600). Spare Parts: Kensington Place, Camden Hill Rd., W.8 (Park 8611). (0557)

OPEL

LANCASHIRE and Cheshire distributors for Opel sales, service and spares.—**ROSROVER GARAGE**, Burnage Lane, Manchester. G. 19. Sear 2674-5. (0199)

PEUGEOT

TOM KNOWLES, sole Peugeot concessionaires (Gt. Britain), 19, Brick St., Piccadilly, W.1. May 5333. (0556)

PONTIAC

PONTIAC—U.S. Concessionaires, Ltd., Pontiac Works, E. Middlesex, Leamington Spa, Warwickshire. Tel. Black 7752-4. Also at Pontiac Works, Fernbank Rd., Ascot, Berks. (0556)

RENAULT

RENAULT—Distributors for Birmingham.—**Henry Garner, Ltd.**, Showrooms: 221, High St., Deritend 12. Works: 120, Alcester Rd., Moseley 13. (0003)

RILEY

C. A. PETO, Ltd., for Riley models and service.—42, North Audley St., W.1. Mayfair 3051. (0262)

RILEY distributors, Wembley and district.—Your enquiries invited.—**Montrose Motors, Wembley 3636.** (0556)

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CAR MART, Ltd.
OFFICIAL Retailers.

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ROLLS-ROYCE Silver Wraith touring saloon, coachwork by H. J. Mulliner & Co., Ltd., colour to customers' wishes.

CAR MART, Ltd., 150, Park Lane, W.1. Grosvenor 3434. (0476)

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OFFICIAL Rolls-Royce and Bentley retailers.
SHOWROOMS: 76, Deansgate, Manchester. (0618)

PHONE Blackfriars 4942
SERVICE station, Chesham Hill Rd., (0618)

MANCHESTER, 8. Tel. Blackfriars 2302. (0561)

GROSE, Ltd., Northampton. (0618)

OFFICIAL Rolls-Royce retailers
SHOWROOMS and service.

MAREPAIR, Northampton. Tel. 4540. (0520)

ROLLS-ROYCE—William Arnold, Ltd., Upper Brook St., Manchester, 3, agents and specialists. (0664)

H. A. FOX & Co., Ltd., officially appointed Rolls-Royce and Bentley sales and repairers, 3-5, Burlington Gardens, London, W.1. Tel. Regent 7687. (0444)

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ROVER distributors.

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SURREY MOTORS, Ltd., High St., Sutton.—Rover main dealers Sutton and district.—Spares and service. Tel. Vigilant 4444. (1565)

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ROSENFELD for Rover distributors for Lancashire and Cheshire.—**D. Rosefield, Ltd.**, 76, Deansgate, Manchester. Tel. Deansgate 5455. (0286)

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SINGER—Birmingham and Midlands distributors.—**Henry Garner, Ltd.**, Showrooms: 221, High St., Deritend 12; Works: Alcester Rd., Moseley 13. (0504)

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A. PETO, Ltd., for Standard Vanguard and service.—42, North Audley St., W.1. Mayfair 3051. (0262)

STANDARD and Triumph—**Carra Auto Sales**, distributors for Greater London and Essex. Grosvenor 6088. (0556)

J. MOTORS, Ltd.—Standard and Triumph distributors for N.W. Kent.—137/149, Widmore Rd., Bromley, Kent. Rav. 3456-7-8-9. (0020)

STANDARD and Triumph (distributors in Surrey since 1911).—**Lankaster Engineering Co., Ltd.**, 39-43, Eden St., Kingston. Tel. Kingston 3151-4. (0402)

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STUDEBAKER DISTRIBUTORS, Ltd., 364, Euston Rd., N.W.1. Euston 4444.—Spares for all models. Hawley Cres., Camden Town. Gul. 4141. (0090)

SUNBEAM-TALBOT

BARNET area.—**Sunbeam-Talbot** main dealers.—**Hadley Green Garages, Ltd.**, 525-4, High St., Barnet. (0413)

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METROPOLIS GARAGES, Ltd., the Triumph agents, can accept limited number of orders for Mayflower and Renown car; Triumph service specialists.—1-31, Macleod Rd. (Olympia), W.14. She. 5265-6-7. (0599)

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PARTS and service: Western Av., W.3. Acorn 4641. (0019)

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SERVICE tuning, repairs.

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A duralumin 30/-, 36/-; other gauges, sizes, angles, mouldings and channels stocked; bucket seats, light steel 22/6; trimmed with black or brown rexine, 65/-; folding back 67/6; light alloy bucket seats 24/1b. 45/-; trimmed rexine, Dunlopillo cushion, 105/-; hide, 125/-; extra. Dunlopillo cushion; 16in. round back, 21/-; 18in. square, 22/6; trimming materials, rexine, 10/-; 12in. yd. toppling, light 18/6, best 25/-; best hood duck, black, beige, 72in, 30/-; yd. mohair and sports hoodings; postage carriage extra.—Derrington, 159, London Rd., Kingston 5621-2. [1642]

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ALUMINIUM alloy cylinder heads for performance and economy, Aila, Austin 7, £5/10; Silverton Austin 8, £5/10; 10, £5/10; 12, £5/10; 14, £5/10; 16, £5/10; 18, £5/10; 20, £5/10; 22, £5/10; 24, £5/10; 26, £5/10; 28, £5/10; 30, £5/10; 32, £5/10; 34, £5/10; 36, £5/10; 38, £5/10; 40, £5/10; 42, £5/10; 44, £5/10; 46, £5/10; 48, £5/10; 50, £5/10; 52, £5/10; 54, £5/10; 56, £5/10; 58, £5/10; 60, £5/10; 62, £5/10; 64, £5/10; 66, £5/10; 68, £5/10; 70, £5/10; 72, £5/10; 74, £5/10; 76, £5/10; 78, £5/10; 80, £5/10; 82, £5/10; 84, £5/10; 86, £5/10; 88, £5/10; 90, £5/10; 92, £5/10; 94, £5/10; 96, £5/10; 98, £5/10; 100, £5/10; 102, £5/10; 104, £5/10; 106, £5/10; 108, £5/10; 110, £5/10; 112, £5/10; 114, £5/10; 116, £5/10; 118, £5/10; 120, £5/10; 122, £5/10; 124, £5/10; 126, £5/10; 128, £5/10; 130, £5/10; 132, £5/10; 134, £5/10; 136, £5/10; 138, £5/10; 140, £5/10; 142, £5/10; 144, £5/10; 146, £5/10; 148, £5/10; 150, £5/10; 152, £5/10; 154, £5/10; 156, £5/10; 158, £5/10; 160, £5/10; 162, £5/10; 164, £5/10; 166, £5/10; 168, £5/10; 170, £5/10; 172, £5/10; 174, £5/10; 176, £5/10; 178, £5/10; 180, £5/10; 182, £5/10; 184, £5/10; 186, £5/10; 188, £5/10; 190, £5/10; 192, £5/10; 194, £5/10; 196, £5/10; 198, £5/10; 200, £5/10; 202, £5/10; 204, £5/10; 206, £5/10; 208, £5/10; 210, £5/10; 212, £5/10; 214, £5/10; 216, £5/10; 218, £5/10; 220, £5/10; 222, £5/10; 224, £5/10; 226, £5/10; 228, £5/10; 230, £5/10; 232, £5/10; 234, £5/10; 236, £5/10; 238, £5/10; 240, £5/10; 242, £5/10; 244, £5/10; 246, £5/10; 248, £5/10; 250, £5/10; 252, £5/10; 254, £5/10; 256, £5/10; 258, £5/10; 260, £5/10; 262, £5/10; 264, £5/10; 266, £5/10; 268, £5/10; 270, £5/10; 272, £5/10; 274, £5/10; 276, £5/10; 278, £5/10; 280, £5/10; 282, £5/10; 284, £5/10; 286, £5/10; 288, £5/10; 290, £5/10; 292, £5/10; 294, £5/10; 296, £5/10; 298, £5/10; 300, £5/10; 302, £5/10; 304, £5/10; 306, £5/10; 308, £5/10; 310, £5/10; 312, £5/10; 314, £5/10; 316, £5/10; 318, £5/10; 320, £5/10; 322, £5/10; 324, £5/10; 326, £5/10; 328, £5/10; 330, £5/10; 332, £5/10; 334, £5/10; 336, £5/10; 338, £5/10; 340, £5/10; 342, £5/10; 344, £5/10; 346, £5/10; 348, £5/10; 350, £5/10; 352, £5/10; 354, £5/10; 356, £5/10; 358, £5/10; 360, £5/10; 362, £5/10; 364, £5/10; 366, £5/10; 368, £5/10; 370, £5/10; 372, £5/10; 374, £5/10; 376, £5/10; 378, £5/10; 380, £5/10; 382, £5/10; 384, £5/10; 386, £5/10; 388, £5/10; 390, £5/10; 392, £5/10; 394, £5/10; 396, £5/10; 398, £5/10; 400, £5/10; 402, £5/10; 404, £5/10; 406, £5/10; 408, £5/10; 410, £5/10; 412, £5/10; 414, £5/10; 416, £5/10; 418, £5/10; 420, £5/10; 422, £5/10; 424, £5/10; 426, £5/10; 428, £5/10; 430, £5/10; 432, £5/10; 434, £5/10; 436, £5/10; 438, £5/10; 440, £5/10; 442, £5/10; 444, £5/10; 446, £5/10; 448, £5/10; 450, £5/10; 452, £5/10; 454, £5/10; 456, £5/10; 458, £5/10; 460, £5/10; 462, £5/10; 464, £5/10; 466, £5/10; 468, £5/10; 470, £5/10; 472, £5/10; 474, £5/10; 476, £5/10; 478, £5/10; 480, £5/10; 482, £5/10; 484, £5/10; 486, £5/10; 488, £5/10; 490, £5/10; 492, £5/10; 494, £5/10; 496, £5/10; 498, £5/10; 500, £5/10; 502, £5/10; 504, £5/10; 506, £5/10; 508, £5/10; 510, £5/10; 512, £5/10; 514, £5/10; 516, £5/10; 518, £5/10; 520, £5/10; 522, £5/10; 524, £5/10; 526, £5/10; 528, £5/10; 530, £5/10; 532, £5/10; 534, £5/10; 536, £5/10; 538, £5/10; 540, £5/10; 542, £5/10; 544, £5/10; 546, £5/10; 548, £5/10; 550, £5/10; 552, £5/10; 554, £5/10; 556, £5/10; 558, £5/10; 560, £5/10; 562, £5/10; 564, £5/10; 566, £5/10; 568, £5/10; 570, £5/10; 572, £5/10; 574, £5/10; 576, £5/10; 578, £5/10; 580, £5/10; 582, £5/10; 584, £5/10; 586, £5/10; 588, £5/10; 590, £5/10; 592, £5/10; 594, £5/10; 596, £5/10; 598, £5/10; 600, £5/10; 602, £5/10; 604, £5/10; 606, £5/10; 608, £5/10; 610, £5/10; 612, £5/10; 614, £5/10; 616, £5/10; 618, £5/10; 620, £5/10; 622, £5/10; 624, £5/10; 626, £5/10; 628, £5/10; 630, £5/10; 632, £5/10; 634, £5/10; 636, £5/10; 638, £5/10; 640, £5/10; 642, £5/10; 644, £5/10; 646, £5/10; 648, £5/10; 650, £5/10; 652, £5/10; 654, £5/10; 656, £5/10; 658, £5/10; 660, £5/10; 662, £5/10; 664, £5/10; 666, £5/10; 668, £5/10; 670, £5/10; 672, £5/10; 674, £5/10; 676, £5/10; 678, £5/10; 680, £5/10; 682, £5/10; 684, £5/10; 686, £5/10; 688, £5/10; 690,

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272hp, 274hp, 276hp, 278hp, 280hp, 282hp, 284hp, 286hp, 288hp, 290hp, 292hp, 294hp, 296hp, 298hp, 300hp, 302hp, 304hp, 306hp, 308hp, 310hp, 312hp, 314hp, 316hp, 318hp, 320hp, 322hp, 324hp, 326hp, 328hp, 330hp, 332hp, 334hp, 336hp, 338hp, 340hp, 342hp, 344hp, 346hp, 348hp, 350hp, 352hp, 354hp, 356hp, 358hp, 360hp, 362hp, 364hp, 366hp, 368hp, 370hp, 372hp, 374hp, 376hp, 378hp, 380hp, 382hp, 384hp, 386hp, 388hp, 390hp, 392hp, 394hp, 396hp, 398hp, 400hp, 402hp, 404hp, 406hp, 408hp, 410hp, 412hp, 414hp, 416hp, 418hp, 420hp, 422hp, 424hp, 426hp, 428hp, 430hp, 432hp, 434hp, 436hp, 438hp, 440hp, 442hp, 444hp, 446hp, 448hp, 450hp, 452hp, 454hp, 456hp, 458hp, 460hp, 462hp, 464hp, 466hp, 468hp, 470hp, 472hp, 474hp, 476hp, 478hp, 480hp, 482hp, 484hp, 486hp, 488hp, 490hp, 492hp, 494hp, 496hp, 498hp, 500hp, 502hp, 504hp, 506hp, 508hp, 510hp, 512hp, 514hp, 516hp, 518hp, 520hp, 522hp, 524hp, 526hp, 528hp, 530hp, 532hp, 534hp, 536hp, 538hp, 540hp, 542hp, 544hp, 546hp, 548hp, 550hp, 552hp, 554hp, 556hp, 558hp, 560hp, 562hp, 564hp, 566hp, 568hp, 570hp, 572hp, 574hp, 576hp, 578hp, 580hp, 582hp, 584hp, 586hp, 588hp, 590hp, 592hp, 594hp, 596hp, 598hp, 600hp, 602hp, 604hp, 606hp, 608hp, 610hp, 612hp, 614hp, 616hp, 618hp, 620hp, 622hp, 624hp, 626hp, 628hp, 630hp, 632hp, 634hp, 636hp, 638hp, 640hp, 642hp, 644hp, 646hp, 648hp, 650hp, 652hp, 654hp, 656hp, 658hp, 660hp, 662hp, 664hp, 666hp, 668hp, 670hp, 672hp, 674hp, 676hp, 678hp, 680hp, 682hp, 684hp, 686hp, 688hp, 690hp, 692hp, 694hp, 696hp, 698hp, 700hp, 702hp, 704hp, 706hp, 708hp, 710hp, 712hp, 714hp, 716hp, 718hp, 720hp, 722hp, 724hp, 726hp, 728hp, 730hp, 732hp, 734hp, 736hp, 738hp, 740hp, 742hp, 744hp, 746hp, 748hp, 750hp, 752hp, 754hp, 756hp, 758hp, 760hp, 762hp, 764hp, 766hp, 768hp, 770hp, 772hp, 774hp, 776hp, 778hp, 780hp, 782hp, 784hp, 786hp, 788hp, 790hp, 792hp, 794hp, 796hp, 798hp, 800hp, 802hp, 804hp, 806hp, 808hp, 810hp, 812hp, 814hp, 816hp, 818hp, 820hp, 822hp, 824hp, 826hp, 828hp, 830hp, 832hp, 834hp, 836hp, 838hp, 840hp, 842hp, 844hp, 846hp, 848hp, 850hp, 852hp, 854hp, 856hp, 858hp, 860hp, 862hp, 864hp, 866hp, 868hp, 870hp, 872hp, 874hp, 876hp, 878hp, 880hp, 882hp, 884hp, 886hp, 888hp, 890hp, 892hp, 894hp, 896hp, 898hp, 900hp, 902hp, 904hp, 906hp, 908hp, 910hp, 912hp, 914hp, 916hp, 918hp, 920hp, 922hp, 924hp, 926hp, 928hp, 930hp, 932hp, 934hp, 936hp, 938hp, 940hp, 942hp, 944hp, 946hp, 948hp, 950hp, 952hp, 954hp, 956hp, 958hp, 960hp, 962hp, 964hp, 966hp, 968hp, 970hp, 972hp, 974hp, 976hp, 978hp, 980hp, 982hp, 984hp, 986hp, 988hp, 990hp, 992hp, 994hp, 996hp, 998hp, 1000hp, 1002hp, 1004hp, 1006hp, 1008hp, 1010hp, 1012hp, 1014hp, 1016hp, 1018hp, 1020hp, 1022hp, 1024hp, 1026hp, 1028hp, 1030hp, 1032hp, 1034hp, 1036hp, 1038hp, 1040hp, 1042hp, 1044hp, 1046hp, 1048hp, 1050hp, 1052hp, 1054hp, 1056hp, 1058hp, 1060hp, 1062hp, 1064hp, 1066hp, 1068hp, 1070hp, 1072hp, 1074hp, 1076hp, 1078hp, 1080hp, 1082hp, 1084hp, 1086hp, 1088hp, 1090hp, 1092hp, 1094hp, 1096hp, 1098hp, 1100hp, 1102hp, 1104hp, 1106hp, 1108hp, 1110hp, 1112hp, 1114hp, 1116hp, 1118hp, 1120hp, 1122hp, 1124hp, 1126hp, 1128hp, 1130hp, 1132hp, 1134hp, 1136hp, 1138hp, 1140hp, 1142hp, 1144hp, 1146hp, 1148hp, 1150hp, 1152hp, 1154hp, 1156hp, 1158hp, 1160hp, 1162hp, 1164hp, 1166hp, 1168hp, 1170hp, 1172hp, 1174hp, 1176hp, 1178hp, 1180hp, 1182hp, 1184hp, 1186hp, 1188hp, 1190hp, 1192hp, 1194hp, 1196hp, 1198hp, 1200hp, 1202hp, 1204hp, 1206hp, 1208hp, 1210hp, 1212hp, 1214hp, 1216hp, 1218hp, 1220hp, 1222hp, 1224hp, 1226hp, 1228hp, 1230hp, 1232hp, 1234hp, 1236hp, 1238hp, 1240hp, 1242hp, 1244hp, 1246hp, 1248hp, 1250hp, 1252hp, 1254hp, 1256hp, 1258hp, 1260hp, 1262hp, 1264hp, 1266hp, 1268hp, 1270hp, 1272hp, 1274hp, 1276hp, 1278hp, 1280hp, 1282hp, 1284hp, 1286hp, 1288hp, 1290hp, 1292hp, 1294hp, 1296hp, 1298hp, 1300hp, 1302hp, 1304hp, 1306hp, 1308hp, 1310hp, 1312hp, 1314hp, 1316hp, 1318hp, 1320hp, 1322hp, 1324hp, 1326hp, 1328hp, 1330hp, 1332hp, 1334hp, 1336hp, 1338hp, 1340hp, 1342hp, 1344hp, 1346hp, 1348hp, 1350hp, 1352hp, 1354hp, 1356hp, 1358hp, 1360hp, 1362hp, 1364hp, 1366hp, 1368hp, 1370hp, 1372hp, 1374hp, 1376hp, 1378hp, 1380hp, 1382hp, 1384hp, 1386hp, 1388hp, 1390hp, 1392hp, 1394hp, 1396hp, 1398hp, 1400hp, 1402hp, 1404hp, 1406hp, 1408hp, 1410hp, 1412hp, 1414hp, 1416hp, 1418hp, 1420hp, 1422hp, 1424hp, 1426hp, 1428hp, 1430hp, 1432hp, 1434hp, 1436hp, 1438hp, 1440hp, 1442hp, 1444hp, 1446hp, 1448hp, 1450hp, 1452hp, 1454hp, 1456hp, 1458hp, 1460hp, 1462hp, 1464hp, 1466hp, 1468hp, 1470hp, 1472hp, 1474hp, 1476hp, 1478hp, 1480hp, 1482hp, 1484hp, 1486hp, 1488hp, 1490hp, 1492hp, 1494hp, 1496hp, 1498hp, 1500hp, 1502hp, 1504hp, 1506hp, 1508hp, 1510hp, 1512hp, 1514hp, 1516hp, 1518hp, 1520hp, 1522hp, 1524hp, 1526hp, 1528hp, 1530hp, 1532hp, 1534hp, 1536hp, 1538hp, 1540hp, 1542hp, 1544hp, 1546hp, 1548hp, 1550hp, 1552hp, 1554hp, 1556hp, 1558hp, 1560hp, 1562hp, 1564hp, 1566hp, 1568hp, 1570hp, 1572hp, 1574hp, 1576hp, 1578hp, 1580hp, 1582hp, 1584hp, 1586hp, 1588hp, 1590hp, 1592hp, 1594hp, 1596hp, 1598hp, 1600hp, 1602hp, 1604hp, 1606hp, 1608hp, 1610hp, 1612hp, 1614hp, 1616hp, 1618hp, 1620hp, 1622hp, 1624hp, 1626hp, 1628hp, 1630hp, 1632hp, 1634hp, 1636hp, 1638hp, 1640hp, 1642hp, 1644hp, 1646hp, 1648hp, 1650hp, 1652hp, 1654hp, 1656hp, 1658hp, 1660hp, 1662hp, 1664hp, 1666hp, 1668hp, 1670hp, 1672hp, 1674hp, 1676hp, 1678hp, 1680hp, 1682hp, 1684hp, 1686hp, 1688hp, 1690hp, 1692hp, 1694hp, 1696hp, 1698hp, 1700hp, 1702hp, 1704hp, 1706hp, 1708hp, 1710hp, 1712hp, 1714hp, 1716hp, 1718hp, 1720hp, 1722hp, 1724hp, 1726hp, 1728hp, 1730hp, 1732hp, 1734hp, 1736hp, 1738hp, 1740hp, 1742hp, 1744hp, 1746hp, 1748hp, 1750hp, 1752hp, 1754hp, 1756hp, 1758hp, 1760hp, 1762hp, 1764hp, 1766hp, 1768hp, 1770hp, 1772hp, 1774hp, 1776hp, 1778hp, 1780hp, 1782hp, 1784hp, 1786hp, 1788hp, 1790hp, 1792hp, 1794hp, 1796hp, 1798hp, 1800hp, 1802hp, 1804hp, 1806hp, 1808hp, 1810hp, 1812hp, 1814hp, 1816hp, 1818hp, 1820hp, 1822hp, 1824hp, 1826hp, 1828hp, 1830hp, 1832hp, 1834hp, 1836hp, 1838hp, 1840hp, 1842hp, 1844hp, 1846hp, 1848hp, 1850hp, 1852hp, 1854hp, 1856hp, 1858hp, 1860hp, 1862hp, 1864hp, 1866hp, 1868hp, 1870hp, 1872hp, 1874hp, 1876hp, 1878hp, 1880hp, 1882hp, 1884hp, 1886hp, 1888hp, 1890hp, 1892hp, 1894hp, 1896hp, 1898hp, 1900hp, 1902hp, 1904hp, 1906hp, 1908hp, 1910hp, 1912hp, 1914hp, 1916hp, 1918hp, 1920hp, 1922hp, 1924hp, 1926hp, 1928hp, 1930hp, 1932hp, 1934hp, 1936hp, 1938hp, 1940hp, 1942hp, 1944hp, 1946hp, 1948hp, 1950hp, 1952hp, 1954hp, 1956hp, 1958hp, 1960hp, 1962hp, 1964hp, 1966hp, 1968hp, 1970hp, 1972hp, 1974hp, 1976hp, 1978hp, 1980hp, 1982hp, 1984hp, 1986hp, 1988hp, 1990hp, 1992hp, 1994hp, 1996hp, 1998hp, 2000hp, 2002hp, 2004hp, 2006hp, 2008hp, 2010hp, 2012hp, 2014hp, 2016hp, 2018hp, 2020hp, 2022hp, 2024hp, 2026hp, 2028hp, 2030hp, 2032hp, 2034hp, 2036hp, 2038hp, 2040hp, 2042hp, 2044hp, 2046hp, 2048hp, 2050hp, 2052hp, 2054hp, 2056hp, 2058hp, 2060hp, 2062hp, 2064hp, 2066hp, 2068hp, 2070hp, 2072hp, 2074hp, 2076hp, 2078hp, 2080hp, 2082hp, 2084hp, 2086hp, 2088hp, 2090hp, 2092hp, 2094hp, 2096hp, 2098hp, 2100hp, 2102hp, 2104hp, 2106hp, 2108hp, 2110hp, 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2362hp, 2364hp, 2366hp, 2368hp, 2370hp, 2372hp, 2374hp, 2376hp, 2378hp, 2380hp, 2382hp, 2384hp, 2386hp, 2388hp, 2390hp, 2392hp, 2394hp, 2396hp, 2398hp, 2400hp, 2402hp, 2404hp, 2406hp, 2408hp, 2410hp, 2412hp, 2414hp, 2416hp, 2418hp, 2420hp, 2422hp, 2424hp, 2426hp, 2428hp, 2430hp, 2432hp, 2434hp, 2436hp, 2438hp, 2440hp, 2442hp, 2444hp, 2446hp, 2448hp, 2450hp, 2452hp, 2454hp, 2456hp, 2458hp, 2460hp, 2462hp, 2464hp, 2466hp, 2468hp, 2470hp, 2472hp, 2474hp, 2476hp, 2478hp, 2480hp, 2482hp, 2484hp, 2486hp, 2488hp, 2490hp, 2492hp, 2494hp, 2496hp, 2498hp, 2500hp, 2502hp, 2504hp, 2506hp, 2508hp, 2510hp, 2512hp, 2514hp, 2516hp, 2518hp, 2520hp, 2522hp, 2524hp, 2526hp, 2528hp, 2530hp, 2532hp, 2534hp, 2536hp, 2538hp, 2540hp, 2542hp, 2544hp, 2546hp, 2548hp, 2550hp, 2552hp, 2554hp, 2556hp, 2558hp, 2560hp, 2562hp, 2564hp, 2566hp, 2568hp, 2570hp, 2572hp, 2574hp, 2576hp, 2578hp, 2580hp, 2582hp, 2584hp, 2586hp, 2588hp, 2590hp, 2592hp, 2594hp, 2596hp, 2598hp, 2600hp, 2602hp, 2604hp, 2606hp, 2608hp, 2610hp, 2612hp, 2614hp, 2616hp, 2618hp, 2620hp, 2622hp, 2624hp, 2626hp, 2628hp, 2630hp, 2632hp, 2634hp, 2636hp, 2638hp, 2640hp, 2642hp, 2644hp, 2646hp, 2648hp, 2650hp, 2652hp, 2654hp, 2656hp, 2658hp, 2660hp, 2662hp, 2664hp, 2666hp, 2668hp, 2670hp, 2672hp, 2674hp, 2676hp, 2678hp, 2680hp, 2682hp, 2684hp, 2686hp, 2688hp, 2690hp, 2692hp, 2694hp, 2696hp, 2698hp, 2700hp, 2702hp, 2704hp, 2706hp, 2708hp, 2710hp, 2712hp, 2714hp, 2716hp, 2718hp, 2720hp, 2722hp, 2724hp, 2726hp, 2728hp, 2730hp, 2732hp, 2734hp, 2736hp, 2738hp, 2740hp, 2742hp, 2744hp, 2746hp, 2748hp, 2750hp, 2752hp, 2754hp, 2756hp, 2758hp, 2760hp, 2762hp, 2764hp, 2766hp, 2768hp, 2770hp, 2772hp, 2774hp, 2776hp, 2778hp, 2780hp, 2782hp, 2784hp, 2786hp, 2788hp, 2790hp, 2792hp, 2794hp, 2796hp, 2798hp, 2800hp, 2802hp, 2804hp, 2806hp, 2808hp, 2810hp, 2812hp, 2814hp, 2816hp, 2818hp, 2820hp, 2822hp, 2824hp, 2826hp, 2828hp, 2830hp, 2832hp, 2834hp, 2836hp, 2838hp, 2840hp, 2842hp, 2844hp, 2846hp, 2848hp, 2850hp, 2852hp, 2854hp, 2856hp, 2858hp, 2860hp, 2862hp, 2864hp, 2866hp, 2868hp, 2870hp, 2872hp, 2874hp, 2876hp, 2878hp, 2880hp, 2882hp, 2884hp, 2886hp, 2888hp, 2890hp, 2892hp, 2894hp, 2896hp, 2898hp, 2900hp, 2902hp, 2904hp, 2906hp, 2908hp, 2910hp, 2912hp, 2914hp, 2916hp, 2918hp, 2920hp, 2922hp, 2924hp, 2926hp, 2928hp, 2930hp, 2932hp, 2934hp, 2936hp, 2938hp, 2940hp, 2942hp, 2944hp, 2946hp, 2948hp, 2950hp, 2952hp, 2954hp, 2956hp, 2958hp, 2960hp, 2962hp, 2964hp, 2966hp, 2968hp, 2970hp, 2972hp, 2974hp, 2976hp, 2978hp, 2980hp, 2982hp, 2984hp, 2986hp, 2988hp, 2990hp, 2992hp, 2994hp, 2996hp, 2998hp, 3000hp, 3002hp, 3004hp, 3006hp, 3008hp, 3010hp, 3012hp, 3014hp, 3016hp, 3018hp, 3020hp, 3022hp, 3024hp, 3026hp, 3028hp, 3030hp, 3032hp, 3034hp, 3036hp, 3038hp, 3040hp, 3042hp, 3044hp, 3046hp, 3048hp, 3050hp, 3052hp, 3054hp, 3056hp, 3058hp, 3060hp, 3062hp, 3064hp, 3066hp, 3068hp, 3070hp, 3072hp, 3074hp, 3076hp, 3078hp, 3080hp, 3082hp, 3084hp, 3086hp, 3088hp, 3090hp, 3092hp, 3094hp, 3096hp, 3098hp, 3100hp, 3102hp, 3104hp, 3106hp, 3108hp, 3110hp, 3112hp, 3114hp, 3116hp, 3118hp, 3120hp, 3122hp, 3124hp, 3126hp, 3128hp, 3130hp, 3132hp, 3134hp, 3136hp, 3138hp, 3140hp, 3142hp, 3144hp, 3146hp, 3148hp, 3150hp, 3152hp, 3154hp, 3156hp, 3158hp, 3160hp, 3162hp, 3164hp, 3166hp, 3168hp, 3170hp, 3172hp, 3174hp, 3176hp, 3178hp, 3180hp, 3182hp, 3184hp, 3186hp, 3188hp, 3190hp, 3192hp, 3194hp, 3196hp, 3198hp, 3200hp, 3202hp, 3204hp, 3206hp, 3208hp, 3210hp, 3212hp, 3214hp, 3216

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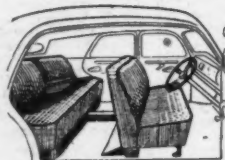
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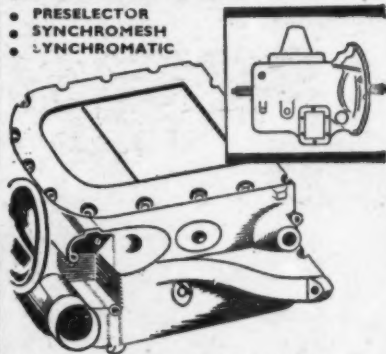
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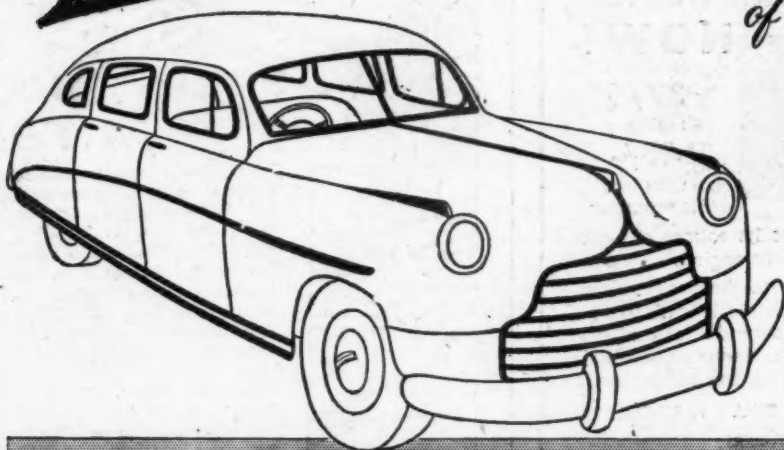
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